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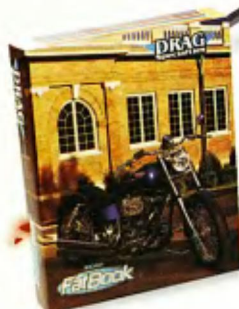
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Taking It Easy

Fresh from our "Pack Your Pants With Pasta" file: After lab experiments involving "kinetic energy, centrifugal force and the co-efficient of friction," a university professor announced that the cleanest way to eat spaghetti is to roll the strands on a vertical fork against a spoon that is parallel to the plate and then to eat the pasta off the spoon. (Fortunately, this wasn't one of those government studies involving thousands of dollars toward research.)

One way to disarm a gunman: A barroom gunfight was averted when a drunk man, waving a pellet gun in his prosthetic arm, watched as the arm came off and fell to the floor.

A priest in Spain showed a reporter his new chart (listing 19 sins and three penances) in use in the 60 Catholic parishes around the tourist region. Because the number of worshippers rises 20-fold during the holiday season, with few visitors able to express themselves in Spanish, the Father said it had become crucial to his efficiency to have penitents find their sins on the list, point to them, and watch him as he holds up either one finger (three Hail Marys), two fingers (one Our Father) or three (one act of charity).

Here's a tidbit from the "American Correctional Association Convention Exhibitors Guide."

"Why Exhibit?"

The corrections market is growing due to skyrocketing offender populations.

- The inmate population in the United States is almost 2 million, with dramatic increases forecasted for the next few years.
- In the United States alone, more than \$5 billion is spent on the construction of new jails and prisons annually.
- Over \$50 billion is budgeted annually for the day-to-day operations of correctional facilities.
- Product and service demand is increasing in every area from toiletries to furniture to communications equipment.

Don't let your company miss out on this prime, revenue-generating opportunity!

Here's a crook with a colorful imagination. He was convicted of several muggings, but his behavior in front of the jury might have sealed the verdict. He shouted to them during opening arguments that he was really Mike Tyson and said, "I'll eat your children." Then he testified that he did perhaps have an altercation with police on the night in question, saying they "tried to shoot me," but he escaped. After all, he asked, "Is it illegal to run? Is it wrong to disguise myself?"

Several months after a library's resident cat attacked a man's 50-pound Labrador assistance dog, he filed a \$1.5 million claim against the city, alleging that he was in bad shape because of the dog's injuries. According to the legal papers, he suffered "significant lasting, extreme and severe mental anguish and emotional distress including, but not limited to, terror, humiliation, shame, embarrassment, chagrin, mortification, depression, panic, anxiety, flashbacks, nightmares, loss of sleep, and loss of full enjoyment of life as well as other physical and mental afflictions of pain and suffering." (I don't know how he can get up in the morning any more—that's just too much for one person to deal with.)

I wouldn't have believed this unless I had actually seen it in print. At least two schools in Belgium will begin serving a kind of very low alcoholic beer in public school cafeterias in an effort to weaken kids aged 3 to 15 from sugary sodas and fruit juice. (Those Europeans are so much more sophisticated than we are.)

A newspaper profiled a pet "intuitive," i.e. "pet psychic," who does paw readings and counsels pets that suffer trauma, such as the three-legged cat feeling guilty because he was inadequate at litter-box-burying and the dog that felt trapped inside a cat's body (who apparently "had some issues" because his name was Duke).

After it came to the attention of the medical board that a plastic surgeon had used wood screws and super glue on patients, they removed his license. (I should certainly hope so!)

Now here's someone intent on getting high! He was inhaling propane from a 20-pound cylinder, but he wasn't getting satisfactorily high, so he reached for some marijuana close by and lit up. I guess I don't have to tell you what happened next. The explosion ripped through the house blowing part of it off its foundation and also damaging two neighbor's homes.

A 17-year-old riding a bicycle decided to rob a Taco Bell via the drive-thru window. But his getaway was hindered because he decided he was hungry and ordered a hot chalupa along with the cash, which gave the cops time to get there. ("Hey kid, drop the chalupa!")

A man secretly videotaped himself having sex with a girlfriend and decided to put the video on the Internet. As you can imagine, this caused problems when the girlfriend found out and more problems when a second girlfriend found out—and even more problems when his wife found out.

FEATURES

Clean & Serene 8
Carl Vasilou's Rapacious, Radical Ride is a Serious Softail

Single-Side Obsession 19
Dale Montgomery builds a retro-tough chopper in record time

Big and Bad 56
Want the Baddest Bike in Town? Watch More Television—Shaq Does

No Laughing Matter 78
Ronnie Cole's Unlimited Dream 113-cubic inch Mauler

Not Afraid To Be Men 98
Bobby Sanchez and Jim Nasi aren't Afraid to Build Bikes Either!

Indian Centennial Chief 146
A Classic Motorcycle on a Modern Platform and one Classy Ride

READERS' RIDES

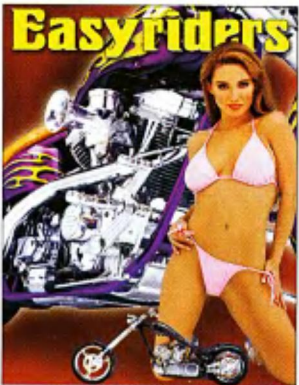
Mike Gattone 141
and his 1999 Custom Softail

Eric Wood 142
and his 2000 Custom Construction

Dan Carper 143
and his 1966 Electra Glide

Anthony Burner 144
and his 1976 FLH

PLUS: V-Rod Special — A New World Order



Shaq's bigass chopper by Jesse James with super sexy Jennifer. Photos by Elde Stewart, special imaging by Bryan Ferguson.

The next liver-quiverin' issue goes on sale January 1st, 2002. Printed in the USA.

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ARTICLES

Psychodelia! 42
A NorCal Sporty Choppah

Rare Gem 50
Ron Simms' 1919 Board Tracker

Indian-4 Update 66
The latest on Alan Forbes' Dakota-4

Victory Line-Up 88
News on Victory's 2002 Models

The Bike Shows are Comin' 94
They're Bigger and Better than Ever

Mission to Mexico 106
The True Meaning of The Word Bro

Euro H.O.G. Rally 110
Sun and Fun in Saint-Tropez

SPECIAL FEATURES

Chillicothe Rodeo 36
Easyriders Grand National Blow-out: High Five for Tabor

Red River Run 114
Gettin' Your Knees in the Breeze on Memorial Day Weekend

Gettin' Tired 134
A Tempting Tire Guide to Radical Rubber for your Ride

SERVICE DEPARTMENT

Product Review 129
S&S Super Sidewinder Engine Kit

Bike Building 101 130
Building Sheetmetal the Viking Way



DEPARTMENTS

Taking It Easy 3

Wordmonger 6

Parts Box 16

Happenings 24

Easynews 27

In The Wind 70

Fox Hunt 84

Fox Hunt Winner 98

Bikers Bulletin Board 126



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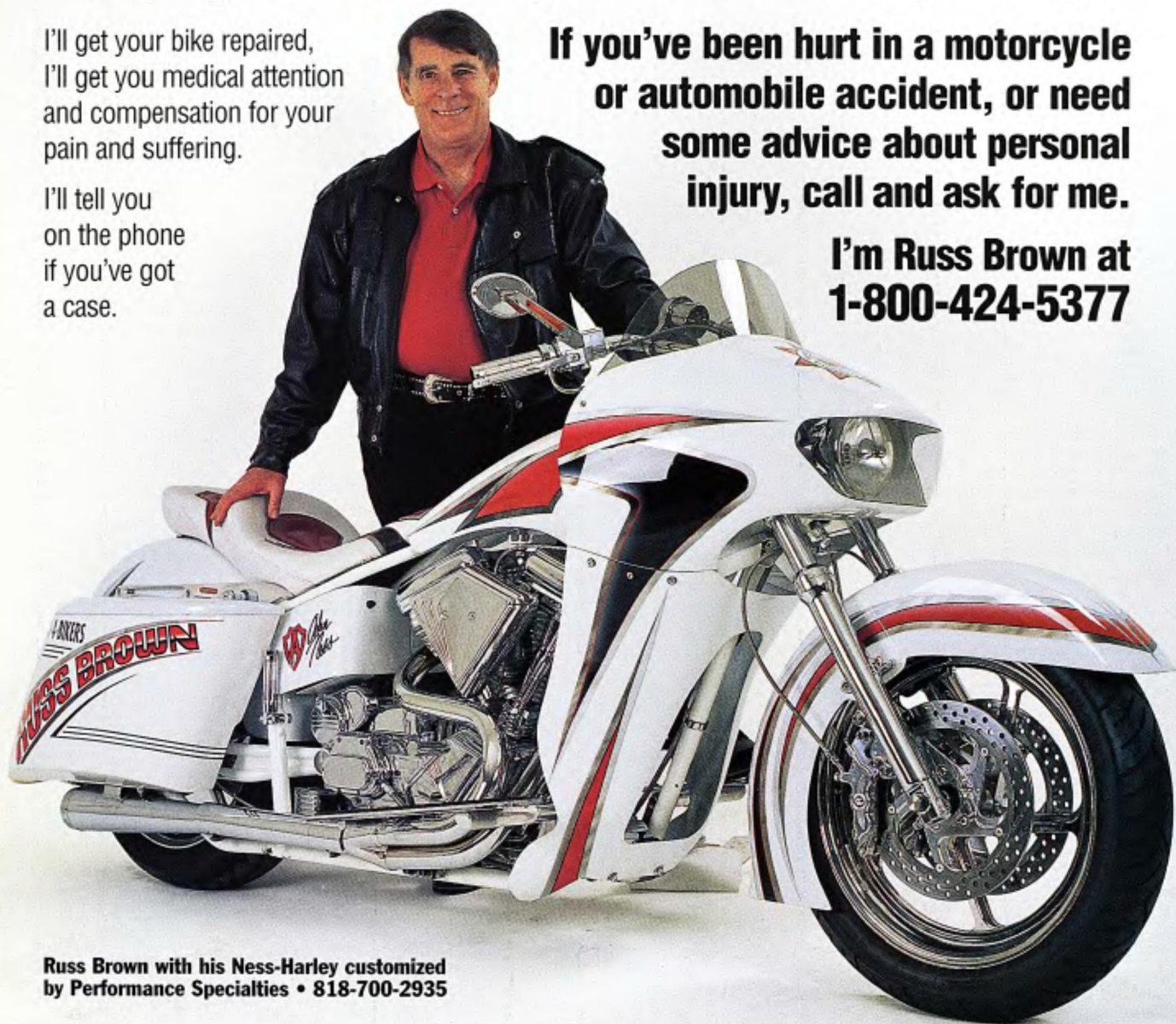
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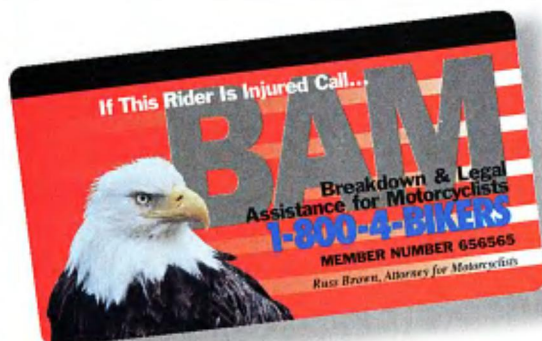
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WordMonger

What's Next?

An American-made motorcycle with metric fasteners? Next, instead of paying \$1.80 for a gallon of gas, it will be 65 cents a liter. Oh, well.

J.M. Jones

Logan, Ohio

Kind Words for Johnny Law

This is what my day was like today. I went to work at the mill, and when I was leaving, I rounded a corner and the belt on my ride fragged. I promise you, it looked like some asshole cut the damned thing and broke my left rear turn signal in the process.

I was pushing the 550-pound bastard a city block in traffic when a city squad car pulled up. I knew that my bike would be impounded, I would get at least several citations (including a noise ordinance violation even though my scooter wasn't running at the time), and maybe get to eat dinner in the local pokey.

Anderson, South Carolina, City Police Department Sergeant Hoyt Hans and Officer Phillip Malloy instead offered to help me roll my busted putt to the station house lot. They gave me a lift home, and I was relieved to see the sergeant's right pinky finger adorned with a Harley-Davidson ring. They watched the bike while I drove out to the

country for the truck (gasp . . . aarrgghh) trailer. They even helped load it up.

It goes to show you that while there is a stigma associated with the biker image, there is even greater bad rap associated with being Johnny Law. Is there any way we can get a mention of these guys' good deed? I want to make sure that a random act of kindness like this doesn't go unnoticed.

The good Sergeant even wears his H.O.G. pin on his uniform every day.

At least there are some officers who still realize that they are there to serve and protect.

Der Fromage

Anderson, South Carolina

A Wedding Gift

Here's a photo (below) of my fiancé's Fat Boy. We're getting married on October 6, and for his wedding present, I would love to have him open your magazine and see his bike in it. Your magazine is his favorite, and of course he has a subscription. As you can tell, he's put a lot of time and energy into his bike and is terribly proud of it.

My fiancé's name is Dominic Colosimo. This would be a great way to start off what is going to be one of the best decisions in my life—to marry Nick.

Jennifer L. Hull

Canfield, Ohio





It's In The Genes

I was given up for adoption at birth and adopted at two weeks of age. I'm now 28. Back in March I decided to do a search for my biological mother. It took only a week and we were reunited. It turns out we have the same love for Harley-Davidsons. She and her husband Steve own one, and my boyfriend and I also have one.

My mother and her husband invited my boyfriend and me out to Sturgis for a week with them, and along with other friends, we made the trip in August. My boyfriend and I were rookies, but my mother and her husband had been there the year before. We rode a lot and had a fantastic time. She and I both intend to ride our own H-Ds soon so when we come back to Sturgis, you may see mother and daughter (shown above) riding side by side on our own bikes.

I also found my biological father who is a Harley-Davidson rider and owns his own. How ironic—it must run in my blood.

Allie

New Carlisle, Indiana

Wants Real M/C Woman

Why is it that you people can't find some real biker women to pose for the motorcycle layouts? The girl in the first bike feature in the October issue is fair, but she would be so much more appealing to a real biker if she were in black lace. The bare feet, that's good. But get real with the platform boots. You ever see a bitch riding a motorcycle with a pair of

these things on? (Well, in California you just might.)

Put some real motorcycle-riding women in your magazine instead of a gal from a strip club or model agency. I'm not going to give up on this. I've been reading *Easyriders* since its inception and have seen plenty of changes come around. But bikers are still bikers. All of them fantasize about a supermodel, but I guarantee you they'd rather see one of their own ol' ladies on these pages.

Sundown

Richmond, Texas

A Big Thank You

This is a big fucking thank-you to the folks at U.S.A. Cycles in Phoenix, Arizona.

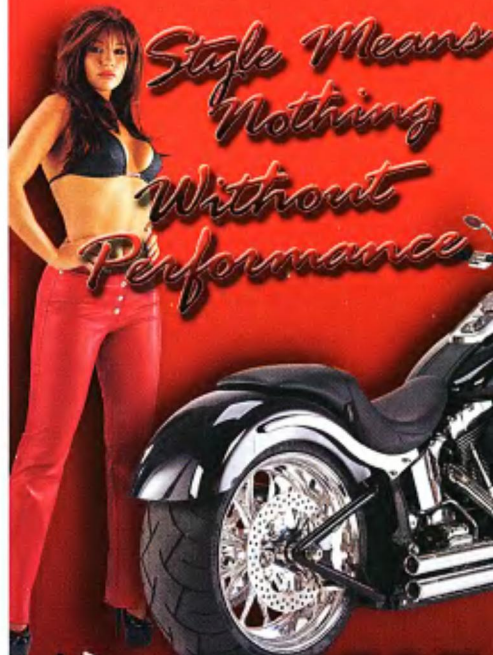
About 70 miles north of Phoenix on the trip back from Sturgis, I managed to get a huge hole in the rear tire and needed a new one. I limped a few miles on a flat to a phone where I placed calls to the three Harley dealers in the Phoenix area. They would not help me—left me stranded.

I dialed U.S.A. Cycles—no hesitation. They sent a truck, got me in, made me feel at home, new tire, got me back on the road in no time.

Thank you isn't enough so I'm hoping you'll give them some recognition in your mag so people will know where the good people are. They've got bikes, parts, and everything else. If you're passing through Phoenix, this is the place; they are the best.

Shag Dog

Costa Mesa, California



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How's this for a bike builder's dream...one, you've got a well-heated, well-illuminated, comfortably carpeted basement to work in; two, when you need a tool, any tool you can imagine, all you do is walk outside and step into the back of a Snap-on tool truck conveniently parked in your driveway.

Such was the case when Cincinnati resident and restaurateur Carl Vasiliou, and his best friend Rick VanDeRyt, hibernated for the winter to design and build the show winner seen here. Carl had the basement, and Rick had the Snap-on dealership. Call it a match made in custom-bike heaven.

Carl, along with his brother John, comes from a family with a 40-year history in restaurants. Together they own and operate Demetrio's IV, a popular family-atmosphere dining place known

for its chili, double deckers, and dinner specials, so snacking was no problem as they worked on their project.

Carl, inspired by the clean, seamless look of Paul Yaffe's work as seen in the Prodigy bike, yet listening to his own inner voice, focused on the task, literally hoisting the frame from the basement rafters. "You don't see many frames out there with the amount of rake we chose. The frame came with a 33-degree rake, but we cut the neck and stretched it to 46 so the front end's way out there. And that tire-hugging rear fender, it's all steel and probably weighs about 25 pounds," Carl says. "I ride my girlfriend Kara on it, and it doesn't move even though we removed the shocks, adding hand-made MFS adjustable stainless struts. (Kara was featured in the *Easyriders* 2000 calendar for the month of August.) A lot of

CLEAN & SERENE

CARL VASILIOU'S RAPACIOUS, RADICAL RIDE







people thought it couldn't carry weight, so for a load capacity test I had a 200-pound buddy sit on the fender while in place before we painted it.

"We had a lot of challenges to get everything to fit, but we were able to create the look I was looking for, the bike sitting clean and low. When we had completed our work on it, we finished it off at Don's Custom Cycles (513-353-1446). Donny Loos and I have known each other for a long time. Don's family often comes to our restaurant, and the shop's only 10 minutes from my place." Don's Custom Cycles handled the frame and swingarm molding, the paint and the fabrication of some parts including the very distinctive pipes. Another artisan Carl credits is Brandon Armstrong of Armstrong Design who laid out all the flames prior to Don spraying the violet candy color.

One of the elements that Carl feels put the bike over the top is the radical custom seat as created by George Sullivan at Merryweather Leather, another Cinncy area shop. When Carl brought over the fiberglass seat pan he had built, George showed him a selection of exotic Australian alligator skins, each containing dramatic bone cartilage. "His whole shop was

covered in orange after George ground each piece by hand with a die-grinder to make it all fit. There was a lot of time, talent and effort put into that seat."

Asked what it's like to ride the bike, Carl says, "It's a radical bar-hopper that stops people in their tracks. And those pipes are wild. Donny calls them 'Don's Dumpers,' and they're extremley loud."

"What amazes us is that here are all these bike builders with big shops all over the world, and here we are, two guys in a basement. Rick has his own business and I own mine, a totally different non-bike thing. I never thought our bike would snowball like it did...the *Easyriders* and *V-Twin* articles and calendar and all the attention it's gotten." Carl obviously knows how to build a very tasty bike. You'll see Carl's custom this year at the *Easyriders* Columbus Bike Show.

Carl's looking forward to going down into the basement and starting work on his next project, a rigid chopper. And his brother John wants his Heritage redone, so he'll be down there for a while.

—Paul Garson



THE BEST THINGS IN LIFE ARE BASIC

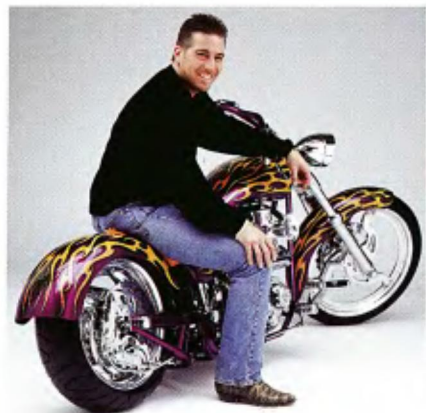
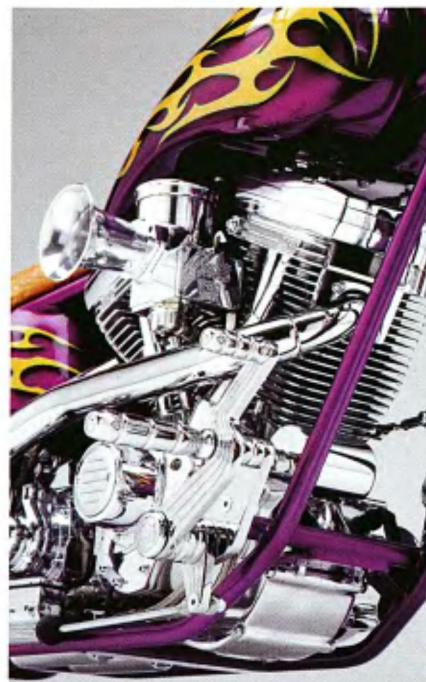


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Owner: Carl Vasiliou
City: Cincinnati, Ohio
General

Fabrication: owner,
 Rick Johnson,
 Don's Custom Cycle

Year and make:.....2001 Custom
Model:.....Special Construction
Assembly:.....owner

Time:.....6 months
Chroming: Brown's Plating

Engine
Year:.....2001
Model:.....S&S
Ignition:.....Crane

Displacement: 96 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S

Heads: S&S
Cam: S&S
Lifters: S&S

Carb: Carl's Speed Shop
Air cleaner: Carl's Speed Shop
Pipes: Don's Custom Cycle

Transmission
Year:.....2001

Modifications:.....Andrews gears
Shifting: forward controls
Engine sprocket:.....BDL

Trans sprocket:.....32-tooth
Wheel sprocket:.....65-tooth

Painting
Molding: Don's Custom Cycle
Painter: ..Don's Custom Cycle

Color: violet candy
Frame
Year:.....2001

Builder:.....MFS
Type:.....hidden shock
Rake:.....46 degrees

Stretch:.....3 inches
Shocks:.....Works Performance
Modifications: struts

Accessories
Bars:.....Jeff Johnson
Handlebar controls:.....JayBrake

Headlight:.....Headwinds
Taillight: Paul Yaffe Originals
Fenders: Jesse/Midwest

Speedo: none
Dash: none
Front pegs: billet
Rear pegs: billet

Electrics: owner/Rick Johnson
Gas tank:.....D&D
Oil tank: Pro-One

Oil system:.....S&S
Primary cover:.....BDL
Seat: Merryweather alligator

custom/Don's
Grips: billet

Forks
Type: Harley-Davidson
Extension: stock

Modifications:.....Rick Johnson
Special features: ..tube covers

Wheels
Front
Size: 21-inch

Hub: billet
Rim width: 2.50
Tire: Avon

Brakes: JayBrake
Rear
Size: 17-inch

Rim width: 200 series
Hub: billet
Tire: Pirelli
Brake: JayBrake

Photos: Michael Lichter

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AOL Keyword: Franklin Mint



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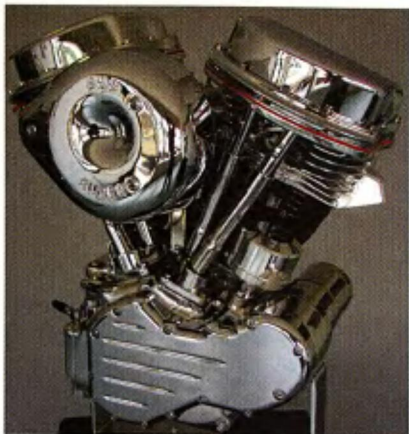
Setting the standard for traditional styling and functionality, Paughco's bullet-style headlight is possibly the most versatile and widely used custom headlight on the market. Featuring a bullet-shaped housing, common and easily replaced 5-inch, 12 volt sealed beam unit, convenient spade bottom mount and Paughco's durable chrome finish this is the ultimate "chopper" headlight.

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The .44 Magnum grips retail for \$125 per set; .44 Magnum risers (4-, 6- and 8-inch) \$228. Choppers Inc., 1243 N. Harbor City Blvd. #C, Melbourne, FL 32935; 321-757-7267; Web site: www.choppersinc.com. To find your nearest Chrome Specialties dealer call: 800-277-8685 or on the Web at: www.jammerclub.com.



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Performance Machine's quality rotors have been a staple on custom bikes since well for a very long time. This particular pair is actually a matching set (front and rear) of the Rage model and cost \$249.95 each. The matching chain sprocket will run you \$199.95. PM currently offers matching rotors, wheels, and sprockets—both chain and belt—in many of their designs. Save yourself the hassle and order the hardware when placing your orders.

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DALE MONTGOMERY BUILDS A RETRO-TOUGH CHOPPER IN RECORD TIME



Dale Montgomery had just sold his latest custom, a deep-blue softail-style beauty nice enough to hit the magazines and win a Best of Show pretty much anywhere it went. Dale had planned on keeping that bike for one more season and, to change its look, he'd just finished completely repainting and revamping the scooter, even going so far as to add a supercharger. Well, the first time he fired it up and rode over to the local biker hangout he had a serious buyer in his face, a guy waving cash and wanting the bike like right now. What do you do? Well, Dale did what he's been doing for the past five years; freshly bankrolled to start over, he patted his creation on the rump and sent it down the road. Only this time the parting of the ways had come a little sooner than planned. "So there I was at Biketoberfest," Dale says, "No bike and a pocketful of money." He did the only thing he could

do—he went shopping for parts, the raw material that would become the cool chopper you see here.

Before the week was out, Dale had picked up a very trick single-sided swingarm frame from Eddie Trotta of Thunder Cycle, with wheels to match. And while still in Daytona he spent some time with the guys from Patrick Racing filling out the build sheet for a full-tilt-boogie 113-cubic-inch motor. "That was a good start," says Dale, but he didn't finish his shopping spree, rounding up everything else he needed, much before late-November. Then, armed with the parts, or most of them, he took his stash and his ideas to Teddie's Hot Bikes in St. Petersburg, Florida, and sketched out a design plan.

The theme Dale was building to this time was "kind of a retro, '70s-style chopper, but using all new-wave hardware."



Playing off that, the guys worked-in a sort of gothic feel, too, incorporating into the bike lots of sharp points, sculpting, and hard angles. Check out the leading edges of the rear fender for just one example of that. Dale had worked with Teddie's Hot Bikes before, and he knew what was possible from this fab-shop. In a whirlwind three weeks he had his framework completed, the tank built, and all the sheetmetal finished and ready for paint. By this time there were only three weeks left on the calendar before the season-opening Easyriders Charlotte Bike Show, "and The Wrench and I still hadn't painted a thing, much less final-assembled the bike," Dale says now, shaking his head in wonder that it ever got done. But it did.

At first Dale had twin Weber carbs on the custom, with one poking out on either side. "It looked great but didn't run worth

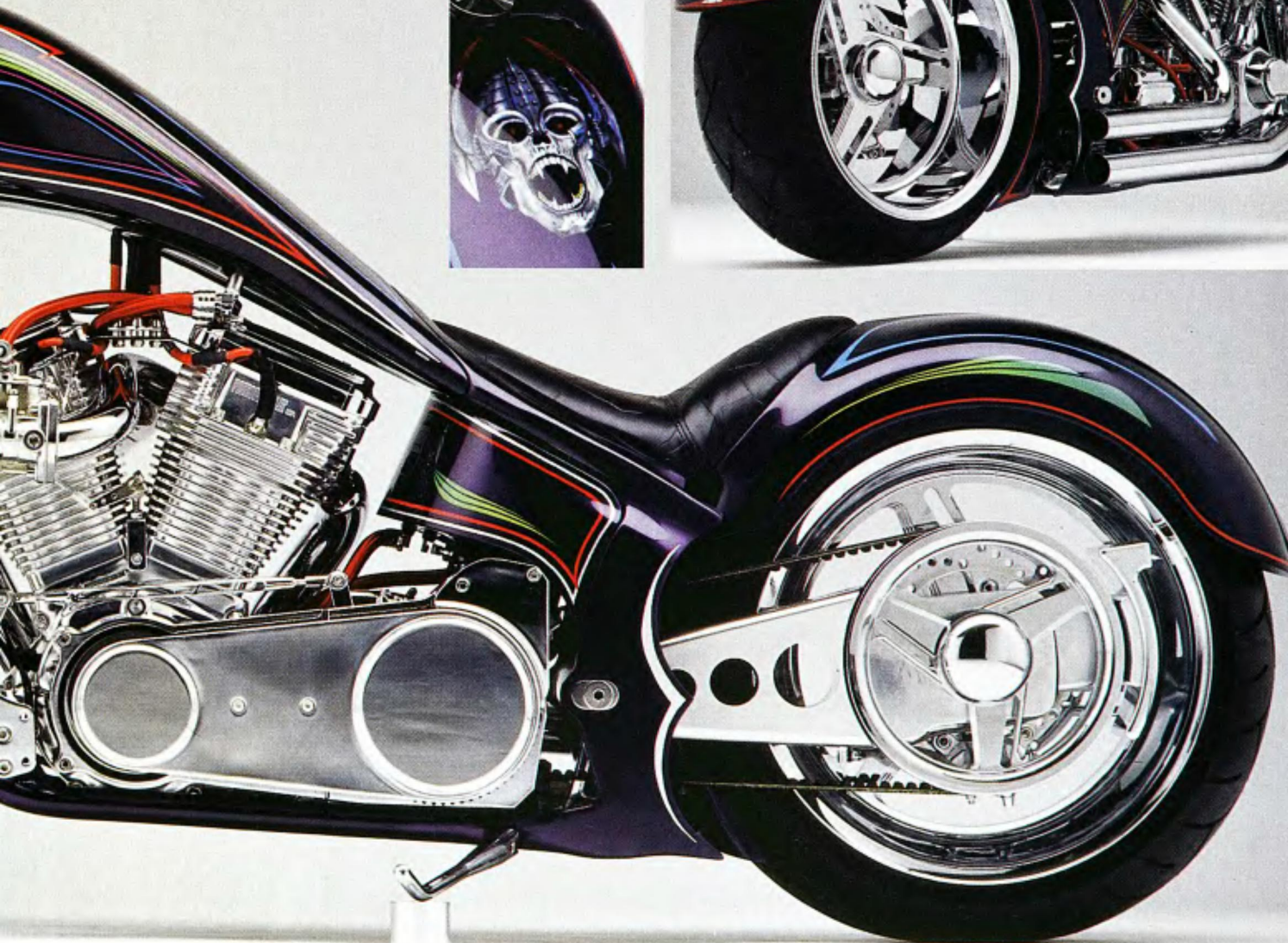
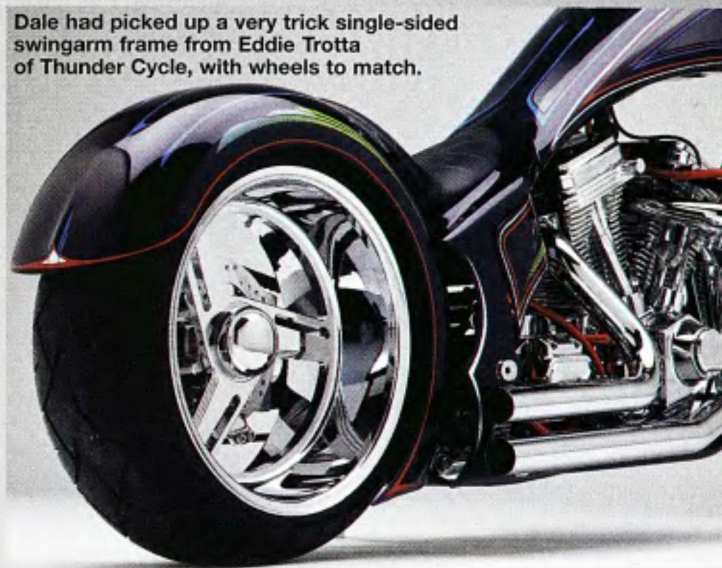
a damn," he says, so the original Patrick Racing induction scheme went back in place. "No matter how wild a bike looks," Dale figures, "what good is it if you can't ride it? What do you do, bring your friends out to the garage and say 'look what I have'?"

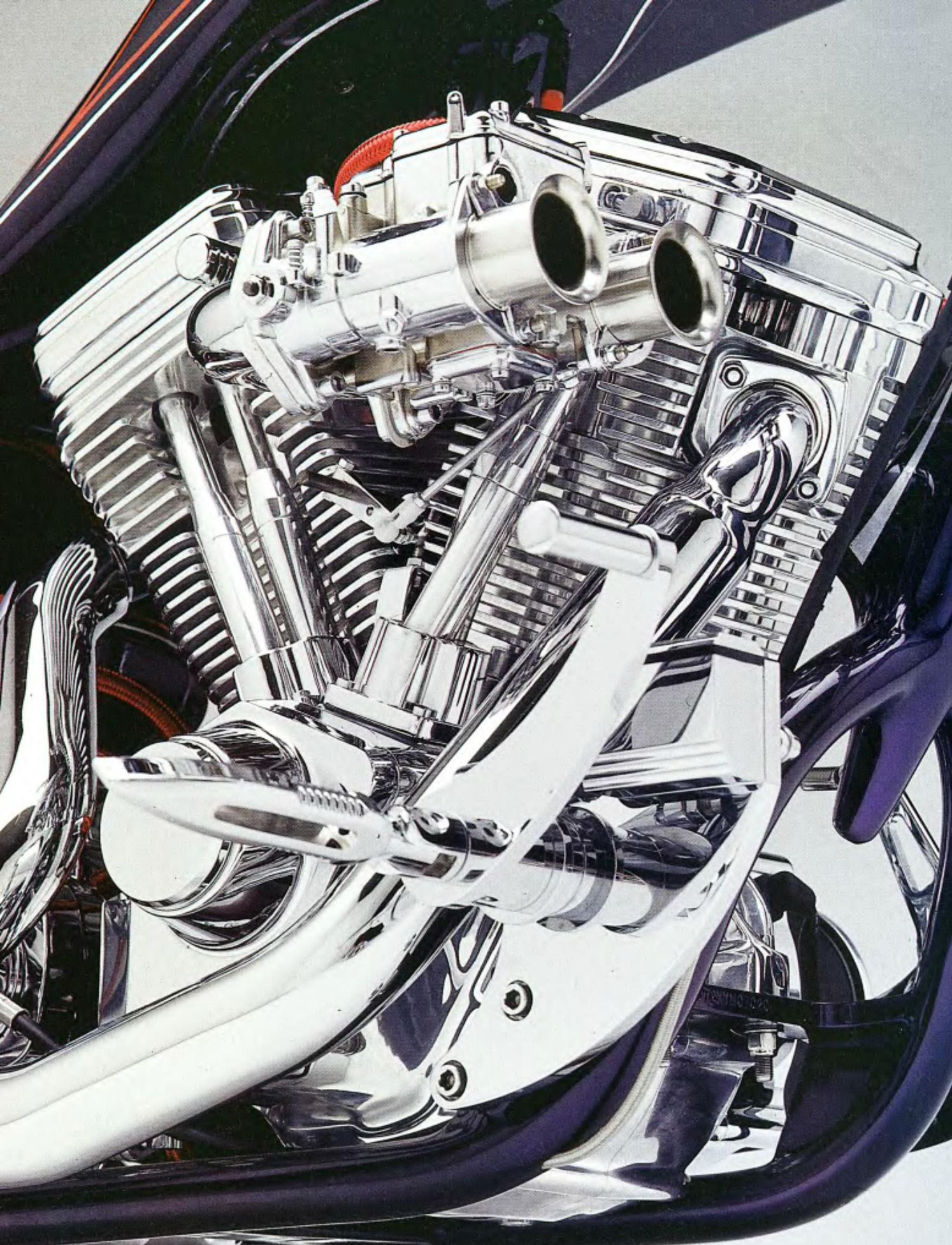
Now, remember that bike Dale sold just before going to Biketoberfest? Guess what? This scoot didn't last long either, and the neo-'70s, big-inch, big-tire, bad-boy chop has found a new home, too. But then, that's part of the plan, with Dale building and selling a bike a year, it works out that the proceeds from one finance the next. He has to get that timing down a little better, though, because these three-month, after-hours thrashes can wear a boy down.

—Joe Kress

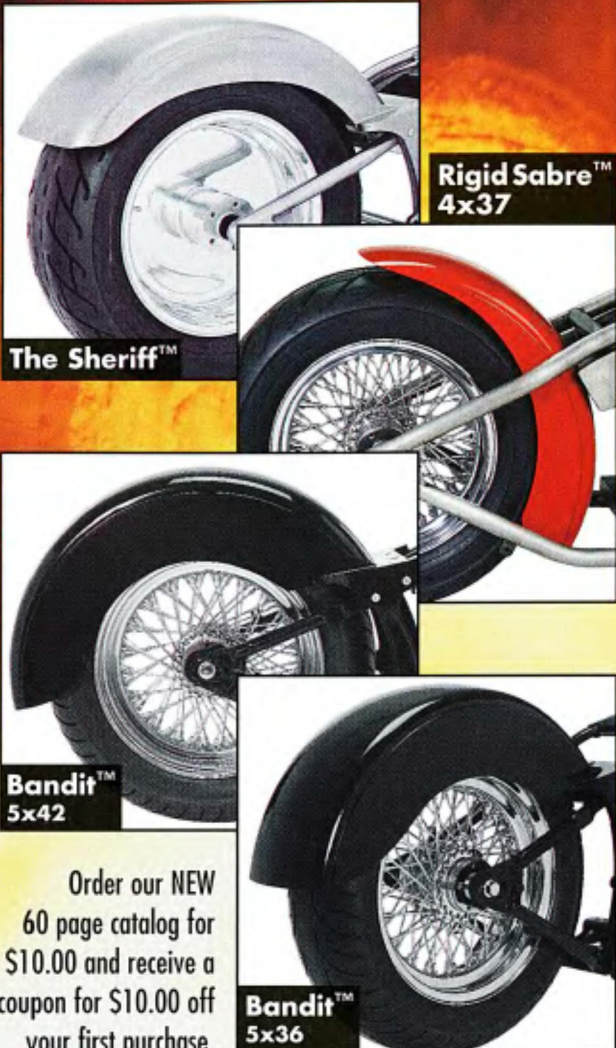


Dale had picked up a very trick single-sided swingarm frame from Eddie Trotta of Thunder Cycle, with wheels to match.





Owner: Dale Montgomery
 City: Brandon, Florida
General
 Fabrication: Dale Montgomery/The Wrench
 Year and make: 2001 Special Construction
 Model: Custom Chopper
 Assembly: Dale Montgomery
 Time: 3 months
 Chroming: S&H / Reflections
Engine
 Year and model: 2001 Patrick Racing
 Rebuilder: Nigel Patrick
 Ignition: Crane H-4
 Displacement: 113 cubic inches
 Lower end: Patrick Racing
 Balancing: Patrick Racing
 Pistons/Cases: Patrick Racing
 Heads/Cam: Patrick Racing
 Lifters: Patrick Racing
 Carb(s): Terry Components
 Pipes: Samson
Transmission
 Year: 2001 Baker 6-speed
 Modifications: none
 Shifting: foot
 Engine sprocket: Patrick Racing
 Trans sprocket: 34-tooth
 Wheel sprocket: 65-tooth
Paint
 Molding: Chester-Custom World
 Painter: Chester-Custom World
 Color/type: custom-mix plum/Sikkens
 Special paint: pinstriping by Custom World
Frame
 Year: 2001
 Builder: Thunder Cycle
 Type: single-side swingarm
 Rake: 43 degrees
 Stretch: 6 inches
 Shocks: Bike Works
Accessories
 Bars: Choppers Inc.
 Risers: Choppers Inc.
 Handlebar controls: Joker Machine
 Fender(s): Teddie's Hot Bikes
 Headlight: TradeWinds
 Taillight: custom
 Pegs: TradeWinds
 Electrics: Dale Montgomery
 Foot controls: R.C. Components
 Gas tank: Thunder Cycle/Teddie's Hot Bikes
 Oil tank: Thunder Cycle/Teddie's Hot Bikes
 Oil system: Patrick Racing
 Primary cover: Primo
 Seat: custom
 Mirrors: Thunder Cycle
 Grips: The Wrench
 Forks
 Type: Inverted
 Extension: 12 over
 Builder: Motorcycle Advantage
Wheels
Front
 Type: Thunder Cycle
 Size: 21-inch
 Hub: Thunder Cycle
 Rim width: 2.5-inch
 Tire: Avon
 Brake: R.C. Components
Rear
 Type: Thunder Cycle
 Size: 18-inch
 Hub: Thunder Cycle
 Rim width: 9 inches
 Tire: Avon
 Brake: R.C. Components
Photos: Michael Lichter



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Happenings

ALASKA

Toy4-Totz Drive
Place: ABATE
Date: Dec. 8
Info: 907-776-8059

ARIZONA

Sun Riders Toy Run
Date: Dec. 9
Info: 520-790-7036

Toy Run
Date: Dec. 9
Info: 480-695-6710

ARKANSAS

Swap Meet/Bike Show
Place: Little Rock Expo
Date: Feb. 3
Info: 501-988-1480

CALIFORNIA

Skid Row Toy Run
Place: Glendale H-D
Date: Dec. 9
Info: 818-246-5618

Toys 4 Tots Run/Show
Date: Dec. 12
Info: 323-417-5404

MRA Toy Ride
Place: Loma Linda
Date: Dec. 16
Info: 909-678-3504

5th Annual Toy Run
Place: Pomona
Date: Dec. 16
Info: 626-446-8431

Easyriders Bike Show
Place: Pomona
Date: Jan. 5
Info: 800-962-9857

Easyriders Bike Show
Place: Sacramento
Date: Jan. 12
Info: 800-962-9857

Rod/Motorcycle Show
Place: Oakland Coliseum
Date: Feb. 8-10
Info: 209-744-8090

COLORADO

Santa Sht/Snak & Wrap
Place: Sun H-D
Date: Dec. 8
Info: 303-287-7566

Christmas Party
Place: Mile High H.O.G.
Date: Dec. 8
Info: 303-343-3300

Annual Christmas Party
Place: Church in Wind
Date: Dec. 8
Info: 303-427-1538

6th Annual Toy Run
Date: Dec. 8
Info: 303-280-1520
Toy Run Child Hospital
Place: Rocky Mt. HOG
Date: Dec. 9
Info: 303-703-2885

FLORIDA

Annual Freedom Rights
Rally State Meeting
Place: Monticello
Date: Feb. 9-11
Info: 407-668-5006

GEORGIA

West Toy Run
Place: ABATE District 4
Date: Dec. 16
Info: 770-587-3713

Helmet Law
Protest Ride
Place: Atlanta Lakewood Fairgrounds
Date: Jan. 17
Info: 404-294-8900

ABATE of Georgia Swap
Meet & Bike Show
Place: Lakewood Fairgrounds, Atlanta
Date: Jan. 20
Info: 404-294-8900

Swap Meet/Bike Show
Place: Atlanta
Date: Feb. 24
Info: 404-294-8900

IDAHO

ABATE Christmas Party
Place: ABATE of N. Id.
Date: Dec. 9
Info: 208-667-4050

ILLINOIS

Easyriders Bike Show
Place: Chicago
Date: Feb. 2
Info: 800-962-9857

Motorcycle Show
Place: Rosemont
Date: Feb. 8-10
motorcycleshows.com

Chili Party
Place: Chicago Chapter
ABATE Park Ridge VFW
Date: Feb. 9
Info: 312-661-9171

Swap Meet/ M/C Show
Place: Springfield
Date: Feb. 17
Info: 800-87-ABATE

Bike Show/Swap Meet
Place: McCormick Place
Date: Feb. 24
Info: 800-87-ABATE

INDIANA

Toy Run
Place: ABATE J/N
Date: Dec. 8
Info: 219-345-2906

IOWA

ABATE 14 Swap Meet
Place: Ottumwa
Date: Jan. 20
Info: 515-937-6618

Midwest Motorcycle
Show and Swap Meet
Place: Sioux City
Date: Jan. 26-27
Info: 712-262-8910

Motorcycle Show/Swap
Place: Des Moines
Date: Feb. 9-10
Info: 712-262-8910

KENTUCKY

Christmas Party
Place: Green River
Date: Dec. 15
Info: (270) 932-3222

Easyriders Bike Show
Place: Louisville
Date: Jan. 19
Info: 800-962-9857

LOUISIANA

Annual ABATE Toy Run
Place: Pops, Avondale
Date: Dec. 9
Info: 800-431-7231

MARYLAND

Baltimore International
Motorcycle Show
Place: Convention Ctr.
Date: Feb. 1-3
Info: 301-808-2233

Sadie Hawkins Dance
Place: Reisterstown
Date: Feb. 23
Info: 410-876-2778

MICHIGAN

ABATE Seminar
Place: Saginaw
Date: Jan. 18-20
Info: 586-949-7146

Bowling Thunder
Place: ABATE 20
Date: Feb. 9
Info: 810-233-4237

NEW YORK

ABATE Holiday Party
Place: Tompkins County
Date: Dec. 8
Info: 607-273-3720

Skin & Steel
Place: Rochester
Date: Jan. 12
Info: 716-234-0895

N. CAROLINA

Easyriders Bike Show
Place: Charlotte
Date: Jan. 26
Info: 800-962-9857

OHIO

Frostbite Party
Place: Mentor
Date: Jan. 20
Info: abatecmro.org

Easyriders Bike Show
Place: Columbus
Date: Feb. 15-17
Info: 800-962-9857

Daytona Party
Place: Geneva
Date: Feb. 24
Info: 440-576-1274

OKLAHOMA

Toy Run
Place: Central ABATE
Date: Dec. 9
Info: 405-936-7433

22nd Annual Toy Run
Place: ABATE of Tulsa
Date: Dec. 9
Info: 918-832-0391

OREGON

Toy Run
Place: Salem
Date: Dec. 9
Info: 503-791-1640

Toy Run
Place: ABATE
Date: Dec. 15
Info: 541-365-6850

Toy Run
Place: So. Coast ABATE
Date: Dec. 16
Info: 541-888-8081

TENNESSEE

Toy Run
Place: CMT ABATE
Date: Dec. 10
Info: 615-907-0304

Christmas Party
Place: Nashville
Date: Dec. 16
Info: 615-907-0304

Easyriders Bike Show
Place: Memphis
Date: Feb. 9
Info: 800-962-9857

TEXAS

Ellis County Toy Run
Date: Dec. 9
Info: 972-723-3434

WASHINGTON

Toy Run
Place: ABATE Tacoma
Date: Dec. 8
Info: 360-897-8963

Holiday Family Party
Place: ABATE Cen. WA
Date: Dec. 15
Info: 509-697-4817

Christmas Families
Place: ABATE Sky Valley
Date: Dec. 22
Info: 360-805-8577

WYOMING

Christmas Party
Place: Cheyenne
Date: Dec. 8
Info: 307-634-8144

ABATE Christmas Party
Place: Torrington
Date: Dec. 15
Info: (307) 532-2507

Toy Store Gillette
Place: ABATE N.E.
Date: Dec. 20 - 22
Info: 307-687-0525

Annual Y2K Poker Run
Place: Torrington
Date: Jan. 1
Info: 307-532-2507

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ABATE, P.O. Box 8369, Tacoma, WA 98418; (425) 643-9675; abate-wa.org

WASHINGTON D.C.

ABATE of D.C., P.O. Box 1808, Washington, D.C. 20013; (202) 546-0983

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ABATE, 438 N. Water Street, Black River Falls, WI 54615; (715) 284-7415; (800) 386-4442; abatewis.org

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91378-3000; fax: (818) 889-1252; www.easyriders.com

WYOMING

ABATE of Wyoming, Rt 2 - Box 301A, Torrington, WY 82240; (307) 532-2507; abateofwyoming.org

Central ABATE, P.O. Box 430, Mills, WY 82644; (307) 266-6522

Wyoming Association of Concerned Motorcyclists, Box 2616, Mills, WY 82644; (307) 235-1324; www.geocities.com/abateofwyoming_2000/

Wyoming Coalition of Bikers, P.O. Box 2653, Mills, WY 82644; (307) 687-0459

NAT'L. MRO'S American Motorcyclist Association

13515 Yarmouth Dr., Pickerington, OH 43147; (614) 856-1900, fax (614) 856-1920; ama-cycle.org

Motorcycle Riders Foundation, P.O. Box 1808, Washington D.C. 20013; (202) 546-0983; mrf.org

National Coalition of Motorcyclists, 21054 Sherman Way, Third Floor, Canoga Park, CA 91303; (800) 525-5355; aimncom.com

CANADA

B.C. Coalition of Motorcyclists, Unit No. 37-13320, 116 Ave., Surrey, B.C. V3R-0R8; (604) 580-0111, (877) 580-0111; www.bccom-bc.com

Alberta Coalition of Motorcyclists #37, 13320 116th Ave., Surrey BC, V3R-0R8; (604) 580-0111, www.bccom-bc.com/acom

ABATE Ontario, 120 Waller St., Suite 513, Whitby Ont. L1R 2G4; (905) 720-0203; www.abateontario.com

EUROPE

Motorcycle Action Group, P.O. Box 750, Rugby CV21 3ZR; Tel 0870-444 8448; mag-uk.org

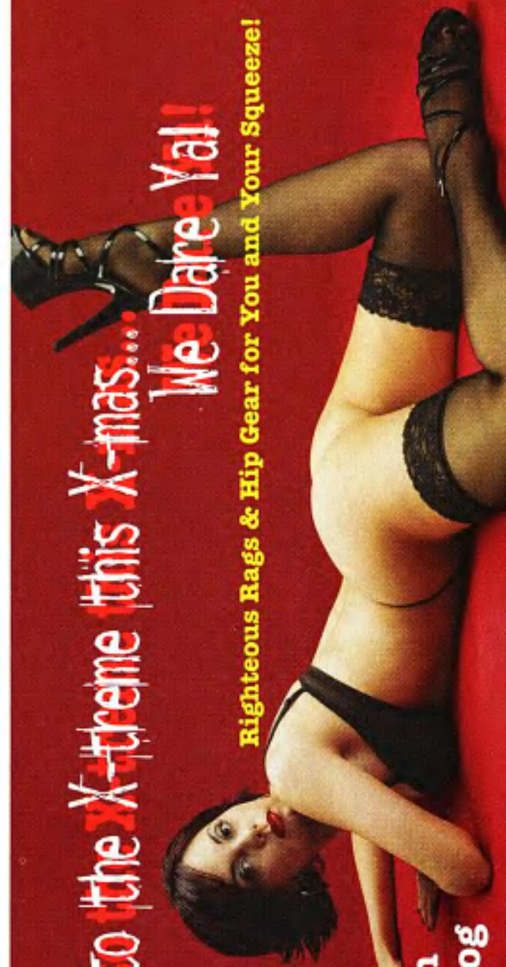
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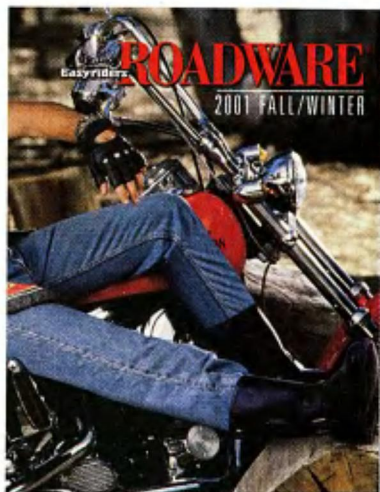




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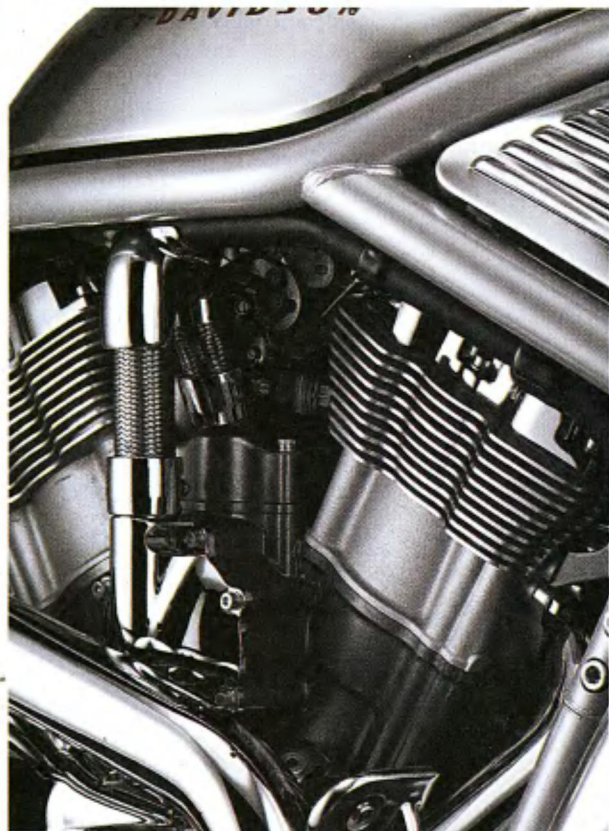
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Easynews

If it's of interest to bikers, we'll print it.

Bob McKay Does It Again!

THE WORLD'S FIRST CUSTOM V-ROD?



You may remember that a few years back we featured the world's first fully custom Twin Cam chopper. The builder was none other than Bob McKay of the great white north (Bob McKay's Harley-Davidson). Well, Bob is about to do it again, only this time he's turning his custom talents to Harley's new V-Rod, and once again, you'll see it first right here in *Easyriders*. What's this road demon gonna look like? We ain't tellin'. You'll just have to wait and see. Bob's hoping to have the super sled on display at Daytona Bike Week this March.

Rumors of another custom V-Rod by Russ Tom and Brian Mitchell of Seattle's Downtown Harley-Davidson are circulating as well. Russ and Brian created a smokin' flamed Twin Cam creation as soon as they got the first Twin Cam motor. Looks like the customizing race is on. Keep watching right here!

—Phantom

Assisting NYC Relief Efforts

HARLEY TO DONATE 30 POLICE MOTORCYCLES AND \$1 MILLION

Harley-Davidson Motor Company recently announced that they are donating the use of 30 police motorcycles and \$1 million to assist in the relief efforts in New York City and Washington, D.C.

The motorcycles will be used to replace police motorcycles, squad cars and other police units that were destroyed following the terrorist attack on the World Trade Center, Tuesday, Sept. 11. The Company's \$1 million donation will be made directly to the American Red Cross for use in the relief effort.

Ten police motorcycles were ridden to the New York City area from Milwaukee by Harley employees and local police officers. An additional 20 motorcycles were delivered to the New York area for use by the New York City Police Department and the Port Authority of New York and New Jersey in their efforts.

Harley-Davidson is encouraging its employees, dealers, owners and H.O.G. members to band together to raise funds for those affected by the disaster. Over the years, the extended Harley-Davidson family has raised funds for myriad causes by organizing rides across the country and around the world.

—Hawg Dawg

Noteworthy Stunts

Lady Godiva-Part II

Beverly King of Naples, Florida, only wanted to win a pair of tickets to a Madonna concert in Fort Lauderdale, and it just so happened a local radio station was sponsoring a stunt contest to win those tickets.

So, wearin' nothing but pasties and a G-string, our modern day Lady Godiva proudly rode her horse, Cinnamon, through San Carlos Park. Things were goin' cool until one of the straps on her G-string broke, and of course that prompted some "bluenose Bible-thumper" to call the cops.

Not only did Bev win the Madonna tickets, but also another ticket for indecent exposure from the "boys in blue," whom I'm sure got a pleasin' eyeful and enjoyed every second of it at Bev's expense, while the ink flowed generously through their self-righteous pens.

The other winner shaved her head and consumed worms mixed with dog food in a bowl. No thanks! We'll take Beverly any time of the day and would seriously suggest that she enter our Fox Hunt contest.

—Twiggy

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EasyNews

Latest and Greatest

BE A BADASS!



It's coming...and it wants you! The biggest, baddest motorcycle this side of Hell is roarin' your way and taking no prisoners. Listen to this list of goodies: a Mid-USA wide tire softtail-style frame, a mighty TP Engineering 121-cubic-inch monster motor married to a TP/Baker 6-speed trans, started by a Keith Terry mega-starter. All those major horses going to a mammoth BDL Top Fuel drag-style meaty belt drive before burning the rubber off a super wide hunk of Avon meat—a 230 rear tire! What do you call a pro-street brute like this? It's a Badass Bike of course. Watch for a full bike feature right here in *Easyriders*. If this sort of testosterone-pumpin' glory is for you (or you just wanna be a badass), call Badass Bikes at 425-776-8078. —Phantom

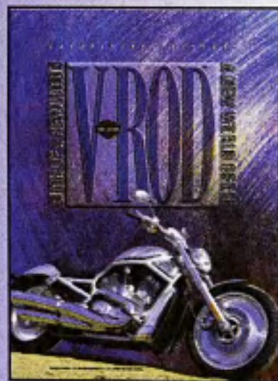
Legalese

Ban All The Lawyers

As many of you know, I read most of the nation's State MRO's newsletters. However, an item in a recent ABATE of Washington newsletter really caught my attention. It was written by John Dickman, an ABATE member from the Kitsap Chapter, who points out the outrageous abuse going on between lawyers and their clients, who, even though the damn fools are guilty, are awarded huge settlements. Here's some samples:

1) January 2000: Kathleen Robertson of Austin, Texas, was awarded \$78,000 by a jury of her peers after breaking her ankle tripping over a toddler who was running amok inside a furniture store. The owners of the store were understandably surprised at the verdict, considering the misbehaving tyke was Ms. Robertson's very own son.

2) June 1998: 19-year-old Carl Truman of Los Angeles won \$74,000 and medical expenses when his neighbor ran over



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his hand with a Honda Accord. Truman apparently didn't notice someone was at the wheel of the car whose hubcap he was trying to steal.

3) Terrence Dickson, of Bristol, Pennsylvania, was exiting a house, he'd finished robbing, by way of the garage. He was not able to get the garage door to go up; the automatic door opener was malfunctioning. He couldn't re-enter the house because the door connecting the house and garage locked when he pulled it shut. To make matters worse, the family was on vacation.

So, Dickson found himself locked in the garage for eight days, and subsisted on a case of Pepsi he found and a large bag of dry kibble dog food. This upset Dickson, so he sued the homeowner's insurance company claiming the event caused him undue mental anguish. The jury agreed to the tune of over \$500,000.

4) October 1999: Jerry Williams, of Little Rock, Arkansas, was awarded \$14,500 and medical expenses after being bitten on his buttocks by his next

door neighbor's beagle. The beagle was on a chain in its owner's fenced in yard, as was Mr. Williams, where he didn't belong. The award was less than sought after because the jury felt the dog may have been provoked by Williams, who, at the time, was shooting it repeatedly with a pellet gun.

5) May, 2000: A Philadelphia eatery was ordered to pay Amber Carson of Lancaster, Pennsylvania, \$113,500 after she slipped on a spilled soft drink and broke her coccyx (tail bone). The beverage was on the floor because Ms. Carson threw it at her boyfriend 30 seconds earlier during an argument.

6) December 1997: Kara Walton of Claymont, Delaware, successfully sued the owner of a nightclub in a neighboring city when she fell from the bathroom window to the floor and knocked out her two front teeth. This occurred while Ms. Walton was trying to sneak through the window in the lady's room to avoid paying the \$3.50 cover charge. She was awarded \$12,000 and dental expenses.

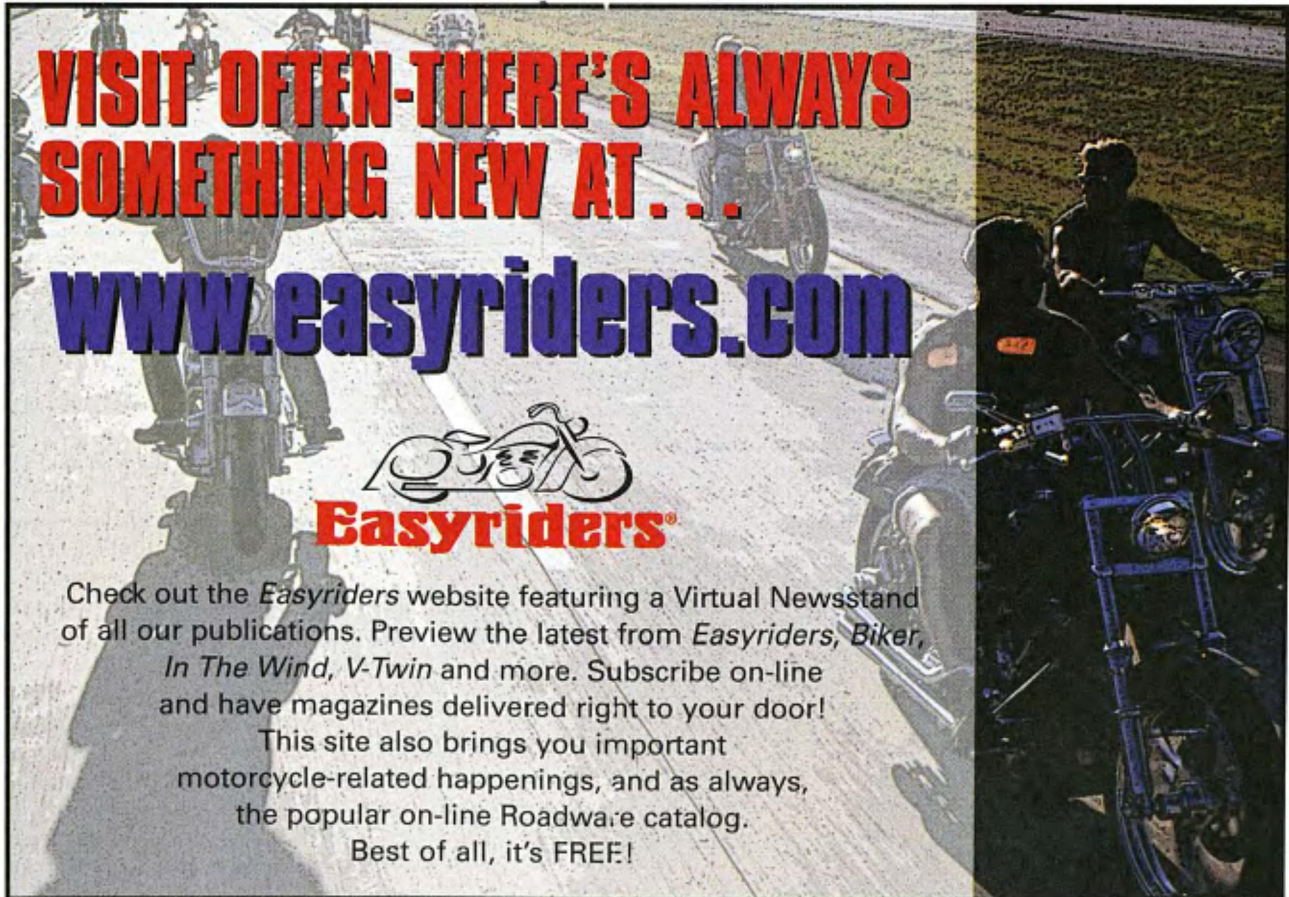
I think I've heard enough! Ban all lawyers!
—Twiggy

Special Events

NCOM's 17th Annual Convention

Hosted by ABATE of Louisiana and the Confederation of Clubs of Louisiana, NCOM's 17th Annual Convention will be held May 9-11, 2002, in New Orleans, Louisiana.

For room reservations contact the Downtown Radisson, 1500 Canal Street, New Orleans, Louisiana 70122, 800-333-3333. Mention NCOM for the special "group room rate" of \$79 single/double. For those of you flying into and out of the New Orleans International Airport, the Airport Shuttle provides transportation to and from the Radisson. For additional info, call NCOM's Merry Merrill at 800-525-5355. We'll see ya there.
—Twiggy



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Easyriders Danbury, 26 Kenosia Av., Danbury

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Cycle Lab, 1911 S. State Rd. #7, Ft. Lauderdale

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Easyriders Columbus, 3441 Hamilton Rd., Columbus

Easyriders Atlanta, Units E & F, McDonough

Easyriders Valdosta, 1747 W Gordon St., Valdosta

Rebel's Customs, 560 SR 20 Spur SE, Cartersville

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Easyriders Quincy, 2703 Broadway, Quincy

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

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Easyriders Wichita/Bikers Edge, 1201 E. Central Ave., Wichita

K.C. Creations, 7524 Frontage Rd, Overland Park
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth

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Easyriders New Orleans, 4230 Veterans Blvd., Metairie

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Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine

Missouri
Easyriders St. Louis, 11720 Dorsett Rd., Maryland Heights

Harley Bruce Custom Cycles, 504 N. Ravine St., Suite #B, Fulton

Easyriders Springfield, 1310 S. Glenstone, Springfield

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

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Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Las Vegas H-D, 2605 S. Eastern, Las Vegas

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Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
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Easyriders Columbus, 611 E. Broad St., Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

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Custom Quality, Route 49, Osceola

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Easyriders Dallas, 9304 Harry Hines Blvd., Dallas

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro
Easyriders of Richmond, 3201 W. Broad St., Richmond

Washington
R&R Motor Inc., 2726 Bldg. E. Black Lake Blvd., Tumwater

Wisconsin
Mischler's HD & BMW LLC, N. 8063, Hwy. 33, Beaver Dam

H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton

You got it—just make a purchase of \$50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

EasyNews

Mail Tips

Write yer Congressman the Old Fashion Way



It's gotten very easy for some of us to become addicted to e-mail. I speak from experience, and find it much easier to rip a short e-mail than to write a letter, put it in an envelope, stamp it, and mail it. I don't even consider the typewriter anymore, and my handwriting might as well be an unbreakable code, it's so bad.

But Chris Bojanower, my predecessor as editor of the *MRF Reports*, recently forwarded a piece of news to me that should cause all of us addicts to re-examine our habits.

Congress received over 80 million e-mails last year. That's 80,000,000 messages. How would like you to receive them apples on your computer?

Congressional staff and equipment are not up to the task. According to a *Reuter's* news article dated March 18, 2001, e-mail to congress has more than doubled in two years. Each senator averages 55,000 per month, according to a study by the Congress Online Project. To properly equip a single office to process that kind of volume has an estimated cost of \$50,000.

Many of these messages originate with advocacy groups and corporations, not constituents. The study found that the majority of those 80 million messages came from outside the districts of congressional members, and were "routinely ignored" because the staff was overwhelmed.

Can a senator or congressman tell at a glance which message comes from a constituent in their home district, or from some other source? Nope! They can't tell any more than you can, where a message comes from, if they don't already recognize the return address.

What does this mean for riders' rights advocates? You guessed it. Get those tablets and envelopes back out, take 'em to your local meeting, and get people back into "writing letters." We used to be very good at it. Revive the custom. Thirty-four cents is a small amount to pay to be sure your opinion reaches its target.

—Teresa Hepker, Editor, MRF Reports

Taking A Second Look NCOM Women

At the last NCOM Convention, I observed a lady who seemed to be out of place. With silver hair, business dress, sensible shoes and quiet mannerisms, she moved quietly through the crowd. At a convention of doctors, engineers or insurance sales people, she would have fit in perfectly. But against the denim and black leather she might as well have screamed, "I don't belong here."

At first meeting her, I was polite but suspiciously cool. When she appeared at the presenter's table of a seminar entitled, "Women in Motorcycling," I was sure she was there to deliver a condescending lecture on one of the opposition's views, or worse, trying to sell me insurance.

I was taken aback when she began to speak. Her language was the same as mine, spoken with the voice of someone who lives the lifestyle I live. Now, I was really listening. She and the other presenters spoke of being judged by how they look and what they rode.

We've all faced these situations, as women and as a part of the motorcycle community, where we have been unfairly judged. Most of the time it just keeps life interesting. Other times, it makes a major difference in the services we receive. Loans are denied. Doors are closed tight. We are run down and pulled over.

Here's where the meeting really got interesting. This woman began to undress. Not your average address by a business person. To cat calls and applause, the skirt came down. Off came her shirt and sensible shoes.

Well, Judy didn't get naked, but changed her entire appearance. In place of the skirt, she pulled on jeans. Under her blouse, she wore a tight black top. The shoes were replaced by boots and she pulled a black leather vest, with years of accumulated mementos, from a bag at her feet. She made her point, loud and clear!

We fight discrimination in litigation and legislation. We battle prejudice and ignorance at every turn because of our chosen lifestyle and beliefs. Still, we must be very careful that we are not guilty of the same closed mind-set as those we would attempt to separate ourselves from.

I came away with fresh insights and motivation, to be tolerant and understanding, while keeping the goals of equal access, personal choice and freedom from oppressive government firmly in view for "all" of the people. I would like to thank Annie Mundy, Marilyn Sickler, Kathy Butcher, Nancy Argenziano, Susie Milligan, Darlene Bish and Judy Minter for reminding us of how similar we are to those we would oppose. How easy it is to bury ourselves in our own issues and loose sight of the big picture.

—Cyndi von Bulow,
Secretary, ABATE of Florida

New Moto Show Debuts in Sixty Million Households

STEEL DREAMS

Mike Shannon, Executive Producer, and John Mansfield President of Mansfield Television Distribution, Inc., have announced that *Steel Dreams* has been successfully syndicated for the 2001 Television season. *Steel Dreams* will be the first motorcycle-oriented program to be syndicated on major network affiliates indicating the rapid growth of motor-cycle madness throughout the United States. *Steel Dreams* is available for viewing in 60,000,000 households per week.

Mark Green, *Steel Dreams* Vice President of Marketing, formerly the Marketing Director of Titan Motorcycle Company, was quoted as saying, "Each segment of *Steel Dreams* is highlighted by a celebrity from the entertainment world...racing, music, television, movies etc. We will view them at work and at play with their toys; the fastest, most beautiful and exotic motorcycles, cars, planes, boats etc. Also we will visit with the entrepreneurial geniuses of the motorcycle business to review their history and their plans for the future. Then join us for the thrills of Sturgis, Daytona, and other major motorcycle rallies and races."

Check local listings for scheduled dates and times in your area. Advertis-

ing, product placement and segment content opportunities still are available. For more, contact Mark Green 602-795-7979.

—Oil Can

Danny Gray's New Biker Bar

DEADWOOD ROADHOUSE

The Sturgis Rally and Races offers more to see and do than just about any bike run in the country. These days, you don't just ride to Sturgis to party, the event has spread out to include Rapid City, Spearfish, half of Wyoming, and of course, Deadwood. The old mining town is famous for its casinos, bars, and a past that includes some mighty interesting stories of the town's houses of ill repute. Today, the thriving little community plays host to plenty of biker-friendly activities during the Rally including concerts, bike shows, great restaurants, and wild drinking establishments.

Well, a new party place opened its doors this year and the day we rode to Deadwood, we found it packed to the gills with pleased patrons. The owner of this rad roadhouse is none other than custom seat-maker Danny Gray. Danny's Deadwood Roadhouse is located on a quiet side street off the Deadwood main drag at 65 Sherman Street. He got a good deal on the building since Deadwood is trying to encourage new businesses away from Main Street, and also because the place has a nefarious past. Once a small casino, there was a fatal shooting some years back, where a cashier was killed. Being a slightly superstitious little town, none of the locals wanted the building. Enter Danny, who did a total overhaul of the place and got it ready to open for business just weeks before the rally.

Besides offering up great grub and brew, the Roadhouse is having its five bedrooms upstairs remodeled for use as a bed and breakfast throughout the year. Plans for upgrades next year include more pool tables, VIP suites upstairs, live music, and Danny's going to set up a custom seat workshop and showroom next door. If you get to the rally early next year, stop on in. There's plenty of motorcycle parking and everyone is welcome.

Oh, and don't forget Danny makes about the best custom seats on the planet. Give him a call at 559-299-1000.

—Phantom Dave

Two-Wheeled Tidbits

Spanning the biking globe...

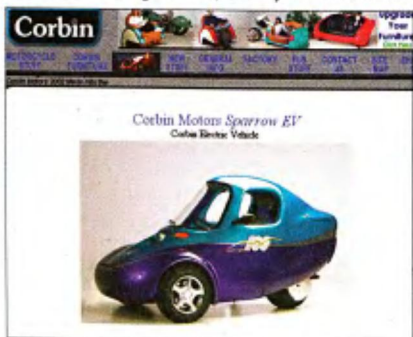
Lagos, Nigeria: It seems that a lot of paying motorcycle passengers here end up in hospitals with broken bones, because they blindly trusted a motorcycle taxi (an Okada) driver to hurry them to their destination.

Most of these guys are untrained and have no regard for the laws of the road or the safety of their passengers. They think nothing of going against traffic. Most don't even offer their passengers the option to wear a helmet. This has all given rise to an outcry from the doctors there to "require" the use of helmets and mandatory licensing and training for Okada drivers.

On top of that, there's been a recent string of robberies and killings with the Okada being used as transport. The persistent crime wave has prompted the Lagos state government to ban these motorcycle taxis altogether between midnight and 5 a.m.

Hollister, Calif.: Now this is sort of half-car, half-trike, but guess who's getting into the business of making them? Corbin, the motorcycle seat maker, is making the rest of the machine, and this one is called a Sparrow, a 3-wheeled electric vehicle, that can haul one person and maybe a woman's large purse.

Look at a Sparrow, and you know it's



different. Even the name makes a Detroit carmaker's skin crawl. But this little 3-wheeler is on a mission to change the way America thinks about transportation.

In this case, that means thinking about a single-seat electric car that sells for \$14,700. If that doesn't sound like a bargain, consider this: Corbin has a two-year waiting list.

The idea behind the Sparrow is to keep it simple. Its efficiency is based on small size and light weight. It uses basic lead acid batteries and standard brakes. It has a heater, a CD player, and power windows, but no A/C.

Even though they're 3-wheelers, the Corbin cars are registered as motorcycles, though they have to meet many of the automotive safety standards as well, such as safety glass and a seat belt. And in most states, Corbin drivers don't have to wear helmets!

Sparrows can use bike parking at rates of \$3 a day compared to \$15 to \$40 a day for cars. At that rate, the Sparrow would pay back its purchase price in just over two years. Maybe it's really a bargain. If they make a convertible, it would be almost like a trike.

Harrisburg, Penn.: Over in York, and also in Akron, Ohio, there's a new twist on stealing your bike. It works like this: A guy reads the ad in the paper that you want to sell your scooter. He gives you a shout on the phone and says he's a doctor at such-and-such hospital.

He then sets an appointment with you to meet him at the hospital with the scooter so he can look at it. You show up and he, dressed in scrubs, shows you the money but asks to test ride it just as a formality. You, being a nice guy, have seen the money, hand him your keys, and he disappears, never to be seen again.

This seems to be a local problem in that area but seller's beware. There's some real clowns out there, and it seems to be aimed at Harleys. But it could happen to other makes and other localities too. Just be careful who you let ride your ride, unless you have the bucks in hand.

Bologna, Italy: Mourners around the world are grieving the passing of Fabio Taglioni the engineer credited with the design of the 90 degree L-Twin in the early 70s that still powers Ducati motorcycles today.

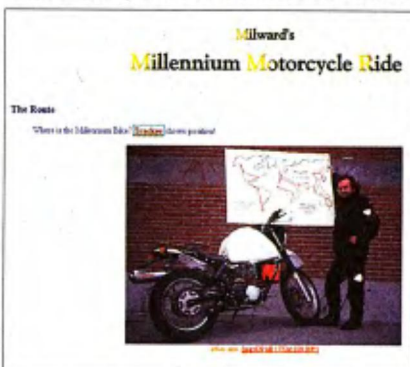
Fabio's career, fueled by his passion for motorcycle engines and racing, was fundamental in Ducati's international success. Men of his caliber are the ones we should all thank for the machines we so proudly ride today.

Shrewsbury, Conn.: Here's another "road rage" incident for ya. It seems a

guy passed two women on a road and allegedly one of the women flipped him off. The clown chased them off the road into a parking lot and got an aluminum baseball bat from the trunk of his cage and proceeded to whack 'em around. One gal tried to protect herself with her helmet and he smashed it with the bat. Both women were hurt but refused medical aid, and the cops arrested the nut at his home. The moral of the story; be careful who you flip the bird to!

World Biker Simon Milward, a 36-year-old from Briton, former Secretary General of the European Federation of Motorcyclists (FEMA), arrived in Anchorage, Alaska from Magadan, Russia.

Milward left England on January 1, 2000, and the US will be the 28th country on his trip. Simon's ridden 72,000km throughout Europe, the Middle East, both South Asia and South



East Asia, Indonesia, Australia, Japan and Russia.

However, there's a very serious side to Milward's trip. He's raising \$100,000 for two medical charities. One is "Doctors without Borders," and the other is "Riders for Health," specializing in health care delivery to out of reach regions by motorcycle. His primary purpose in North America is to find sponsorship for twelve motorcycles to use in a new project in Indonesia.

Milward's motorcycle, The John T. Overlander, was handmade in the UK in 1999, from 90 percent donated parts and equipment. It uses a 600cc single cylinder engine from Austria, a huge 45 liter Italian fuel tank, and a French internet tracking system. I've talked with him and he's a very interesting guy.

For more information on Simon's trip log on to simon@millennium-ride.com.

—Gunny, Oregon AIM Chief of Staff



"For \$500 bucks, name those booters, Mr. Wilson!"

Easyriders Rodeo Grand Nationals Results

CHILLICOTHE, OHIO, AUGUST 30—SEPTEMBER 3, 2001

Event/Competitor(s)	City/State	Points
Slow Race		
1. Robert Tabor	Canton, OH	200
2. Jason Tabor	Canton, OH	150
3. Chris Summers	Herrin, IL	50
4. Carlos Harris	Lexington, KY	25

Wienie Bite		
1. Robert Tabor	Canton, OH	100
Angela Bandy	Alliance, OH	100
2. Jason Tabor	Canton, OH	75
Staci Case	Canton, OH	75
3. Troy Fitzsimmons	Eldred, PA	50
Kelly Sherwood	Eldred, PA	50
4. Dano Simmons	Kannapolis, NC	25
Sherry Pearson	Kannapolis, NC	25

Potato Haystack		
1. Rob Nurenberg	Saranac, MI	50
Missi Miles	Saranac, MI	50
2. Dano Simmons	Kannapolis, NC	75
Sherry Pearson	Kannapolis, NC	75
3. Troy Fitzsimmons	Eldred, PA	50
Kelly Sherwood	Eldred, PA	50
4. Jim Albney	Richmond, VA	25
Pam Albney	Richmond, VA	25

Keg Derby		
1. Robert Tabor	Canton, OH	200
2. John Muck	Canandaigua, NY	150
3. Dwayne Burgess	Salisbury, NC	100
4. Steve Kuszek	East Berlin, CT	50

Barrel Race		
1. Robert Tabor	Canton, OH	200
2. Jason Tabor	Canton, OH	150
3. Jim Albney	Richmond, VA	100
4. David Albney	Eldred, PA	50

Brain Buster		
1. Stan Leiter	Ionia, MI	100
Amy Leiter	Ionia, MI	100
2. Robert Tabor	Canton, OH	75
Angela Bandy	Alliance, OH	75
3. Troy Fitzsimmons	Eldred, PA	50
Kelly Sherwood	Eldred, PA	50
4. Jim Albney	Richmond, VA	25
Pam Albney	Richmond, VA	25

1000-pound Fuel Sled		
1. Robert Tabor	Canton, OH	700
2. Dwayne Burgess	Salisbury, NC	400
3. Jason Tabor	Canton, OH	300
4. Don Seabolt	Greenville, MI	150

Trike Gas Class		
1. Harold Tabor	Canton, OH	700
2. Tony Smith	Williamsport, OH	400
3. Dwayne Burgess	Salisbury, NC	300
4. T.J. Smith	Williamsport, OH	150

Trike Fuel Class		
1. Dano Simmons	Kannapolis, NC	1000
2. Robert Tabor	Canton, OH	600
3. Jim Albney	Richmond, VA	400
4. David Pearson	Lexington, NC	200

Tire Ride	City/State	Points
1. Robert Tabor	Canton, OH	150
Angela Bandy	Alliance, OH	150
2. Dano Simmons	Kannapolis, NC	100
Sherry Pearson	Kannapolis, NC	100
3. Troy Fitzsimmons	Eldred, PA	50
Kelly Sherwood	Eldred, PA	50

Top Cowboy		
1. Robert Tabor	Canton, OH	
2. Jason Tabor	Canton, OH	
3. Dano Simmons	Kannapolis, NC	

Tattoo Contest Winners

Females	City/State	Artist
1. Amy Ward	Bloomington, TN	Cap Zumeski
2. Mary Evans	Naugatuck, WV	Mark Vance
3. Wanda Aaron	Madison, PA	Dan Arros

Males	City/State	Artist
1. Jeff Cohen	S. Euclid, OH	Jack Bledsue, Jay Jackson, and others
2. Timothy West	Beavercreek, OH	Glenn Scott
3. Garland Black	Brunswick, OH	various

Bike Show Winners

Owner	City/State	Model
1. Phillips Combs	Leburn, KY	'01 Custom
2. Jay Kay	Hamilton, Ontario	'99 Softail
3. Darrell Wicklin	Chillicothe, OH	'01 Softail

ARROW 2001 Rookie Of The Year

Dwayne Burgess Salisbury, NC

Trophy Girl

Jen "Kitty" Bazydlo Dunstable, MA



For complete coverage of the Rodeo Roundup in Chillicothe, see page 36.

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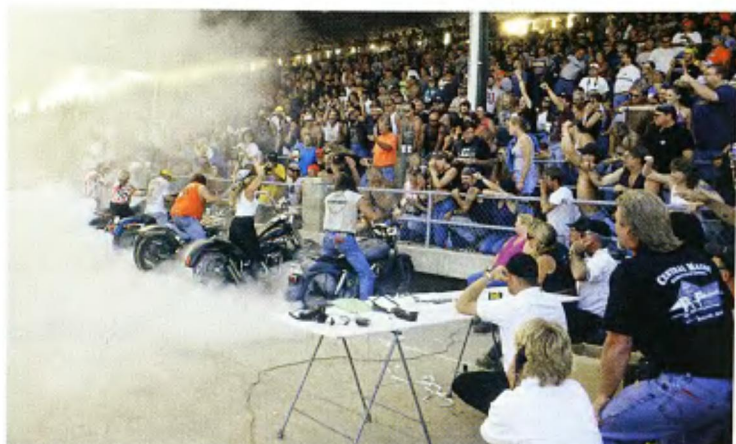
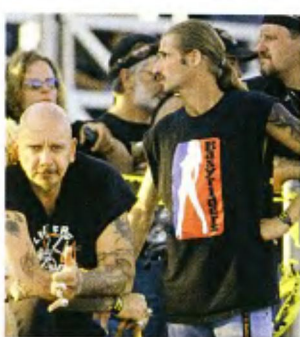
EASYRIDERS GRAND NATIONAL RODEO: HIGH FIVE FOR TABOR

OHIO NATIVE IS TRUE TO HIS WORD – "IF YOU BRING IT, THEY WILL COME."

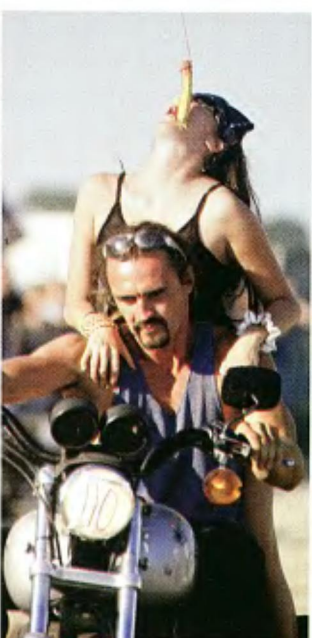
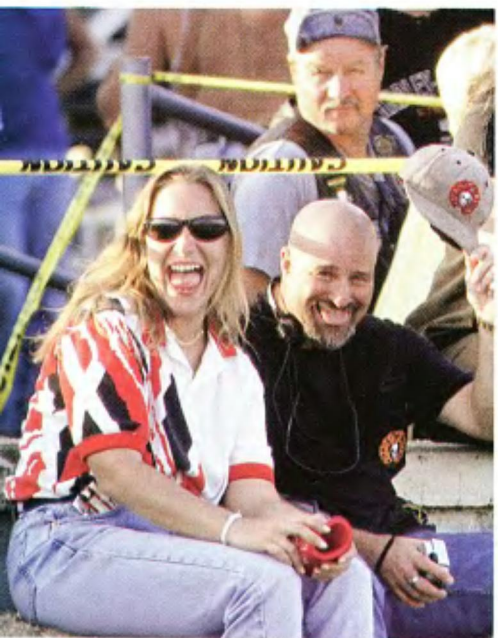
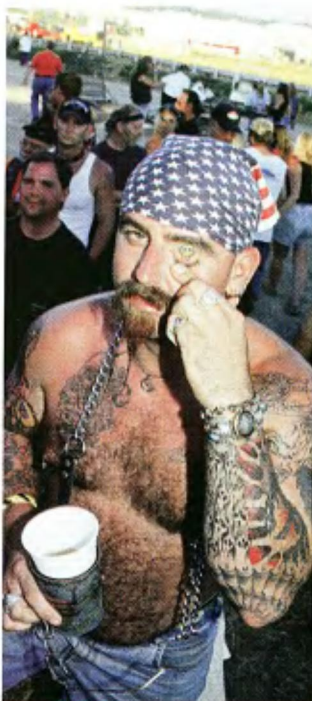
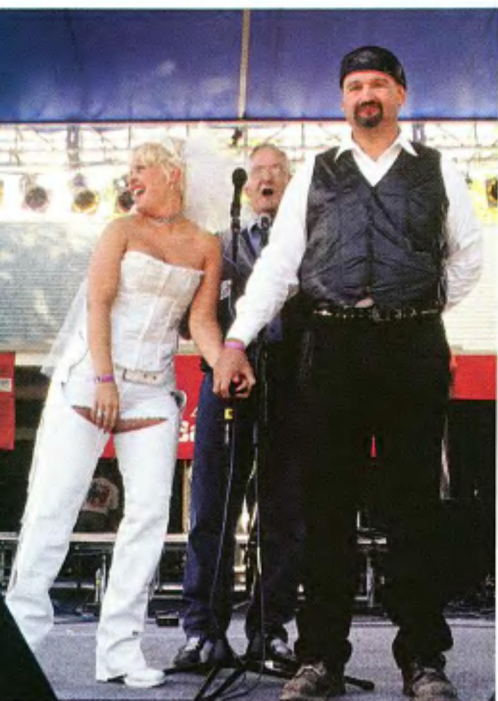


Many years ago in a galaxy far away, Santa Rosa, California, to be exact, Robert Tabor, on a picturesque Sunday afternoon, looked around the half-full grandstands from the floor of the arena, that would soon

be the battleground for big-inch Harley-Davidsons, and commented something to the effect, "If this was in Ohio, those stands would be packed, and you'd have to turn 'em away. Buckeye brothers love







motorcycles and the Easyriders Rodeo."

The line was scoffed at as a frustrated delusion of a road-weary biker who was out of the running and pining for some home cookin'. Eight years later, and ain't we the ones with egg on our face.

One could argue for days, months and years over what region of this fair land is most ardently enthusiastic about the sport of motorcycling. However, there can be no doubt that since the Easyriders Rodeo Grand Nationals have changed venues and relocated to the quaint, southeastern Ohio town of Chillicothe attendance and rodeo fever have been highest. Prior to 1998, the Ross County Fairgrounds in Chillicothe was merely home to the most raucous of all Easyriders Rodeos over the long Labor Day Weekend. Later on, in October, the season-ending Rodeo Grand National Finals had California homes—Ventura, Lancaster, and Costa Mesa, in SoCal; Vallejo and Santa Rosa in NoCal. They were all awesome in their own right. Incredibly exciting performances with record-setting and record-breaking marks established by Easyriders Rodeo legends

Easyriders/ARROW Rodeo, the giant, gold-encrusted belt buckle.

As if to put an exclamation point on his statement five years ago, Robert Tabor has personally put down the gauntlet, challenging his opponents to beat him, and, for five consecutive years, has been the top rodeo cowboy in the Associated Rodeo Riders On Wheels (ARROW) sanctioned event. Not that he has engendered much love in the process, but that's competition, pal. You can be sure every one of his opponents has complete respect for Robert's effort and talent.

That talent extends to his teammates, most recently Angie Bandy, a lithesome blonde biscuit of a babe who combines attitude, athleticism and an aptitude for not only gulping down long sections of mustard-covered wieners, but for diving headfirst into stacks of straw while digging for a potato, holding on to both a spud and a rope for dear life, while being dragged down the track in the tire ride and then running back to the start/finish line to dump that potato in a bucket



Rodeo Ray Tewksbury, Gary Freel, and Mike Poisson. Each won consecutive championships, usually dominating while dethroning their predecessor. Tabor and Bob Hanna had always been there, fighting it out for second, third—always in a runner-up capacity, seemingly entered strictly as solid, respected foils to the season's eventual champ.

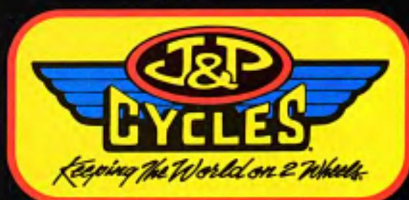
Tabor was convinced that if he could get the finals to his home state, Easyriders would be blown away at the support not only of Ohioans, but also from the brothers and sisters in surrounding states. He also felt, obviously, that with the home crowd behind him, and his nearby network of technical assistants and teammates, he would enhance his chances at taking away the brass ring, or in the case of the

ahead of her competition.

Unfortunately, Angie is retiring from the Rodeo this year, forcing Robert to, as he said at the season-ending award banquet, to "go back to hanging around the high school looking for athletes." It's worked before.

Amid the fun and frivolity of the Ross County Fairgrounds midway, where beer and food could be bought at any hour of the day or night, the main stage beckoned bikers to gather 'round the hay bales to listen and dance to the likes of Haywire Dog, The Steel Horse Band, JB Walker and the Cheap Whiskey Band, highlighted Saturday and Sunday nights by the headliner, David Allan Coe.

Some folks out in the campground zoo area probably are still unaware of the



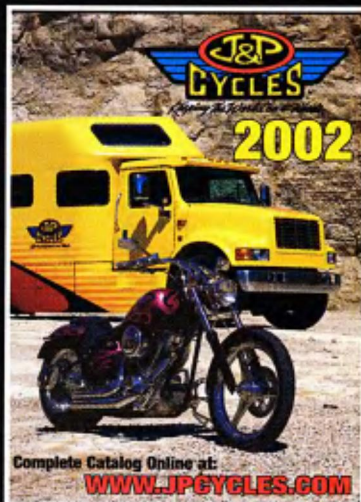
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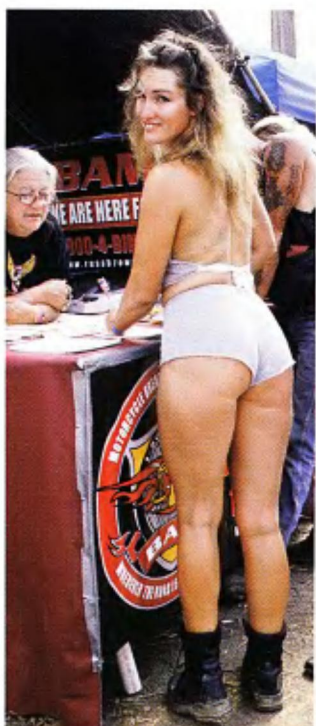


anything other than the slimy mud surrounding their tents from Friday night's downpour, but truth be told, there was plenty to do all five days of the 2001 Chillicothe Rodeo. If you were there, you'll never forget foxy Kitty winning Saturday night's Trophy Girl contest; the packed grandstands and solemn competitors at attention to the flag with everyone singing along to Lee Greenwood's "God Bless the U.S.A.," and the black cloud of burnt rubber from smoked tires enveloping the crowd at the finale of the Rodeo. Intensity in Chillicothe!

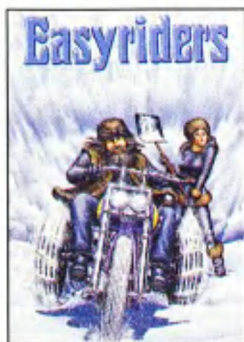
—Raider the Rodeomouth



Photos: Billy Timney



See page 34 for a complete list of this year's winners.



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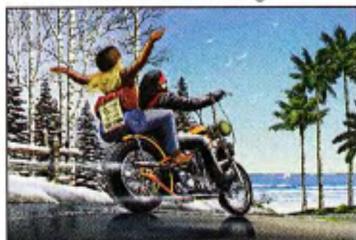
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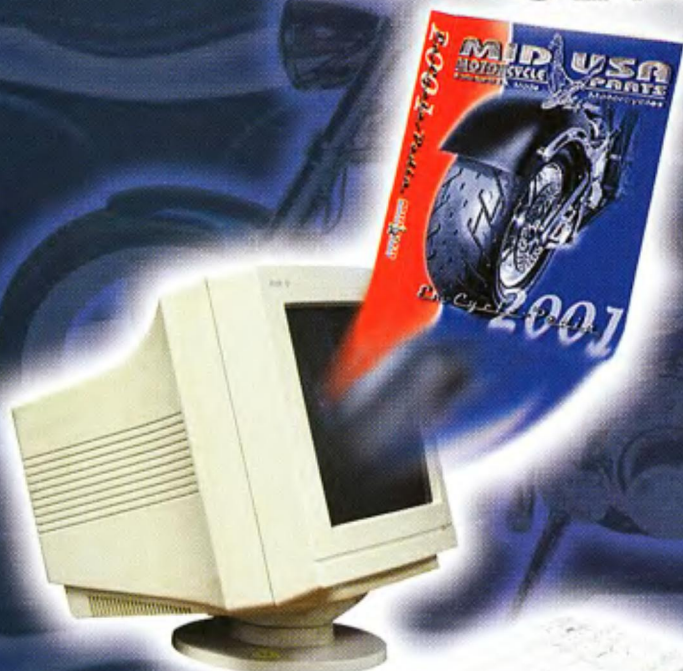
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A N O R C A L G E M

Psychodelia!

Did ya ever wonder what the hell becomes of bikes that, for lack of a better way of puttin' it, go outta style? When ya think about it, the biking public at large is pretty damn fickle, and when somethin' ain't hip, it's gone like an ugly date come sunrise. Hell, long bikes all but vanished until recently when a crop of new, young builders appeared, runnin' rigid frames and 20-over forks just like back in the day.



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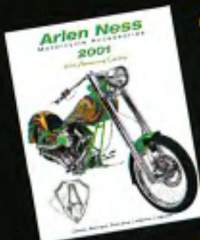
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Inevitably, styles change and it's almost like there's some kinda old custom's retirement garage or sacred burial ground or somethin' where outdated scoots have been parked for a well-deserved rest. Kinda like what happened to disco and polyester. It went away and before ya know it—it's baa-aack.

But every now and then you'll hear stories about one of these gems emerging untouched by the ravages of time—standing in mute testimony to an era when custom meant hand-built and “custom” Softails draped with bolt-on trinkets weren't found parked outside of trendy coffee bars in every suburb in America.

Kelly West has been ridin' longer than a lot of us have been walkin' or drinkin' lattes, so when he recently retired from his day job he figured a good way to while away some of his new-found time was to hunt down a fresh bike. Since he already had four scoots to keep him busy,

Kelly figured on selling or trading one of his present rides to finance his latest lust—a NorCal time machine.

Dreaming of owning one of those now-rare, fragile-lookin' stretched scooters straight outta the '70s, Kelly started eyeing the want ads in search of his dream bike. When he found an ad for a scoot that caught his eye, he headed straight to Vegas to check her out, feeling more like he was goin' on a blind date than buyin' a bike. After all, who can trust what ya read in an ad? So for the entire drive to Vegas he kept thinking about the old adage—anything that sounds too good to be true, must be. But what he didn't know was that he was about to stumble on a cherry slice of history...even if the history is a little vague. It seems the previous owner lost or forgot the names of the people who furnished or built the trick pieces that give this bike its identity. So unfortunately we can't give you many of the details on the particulars.

When he saw the bike, Kelly knew he'd found his huckleberry. And much like some Egyptian artifact, time hadn't gotten to this Sporty. Nope, the original owner had kept her so well preserved, Kelly immediately offered his FLH as a trade for this rare gem. Comprised of mostly early Ness goodies, this rare example of the kind of bikes being built in the disco days still gleams in the sunlight. From the narrow springer-mounted to a single-downtube frame, to the turbo-equipped ironhead mill, this bike can't hide its age or lineage. There's just no mistaking the NorCal roots of this chopper.

Once the titles were swapped, Kelly found it easy to forget the other bikes locked away in the garage, letting his new love get some much overdue exercise. Ya know what they say—use it or lose it!

—Boxcar



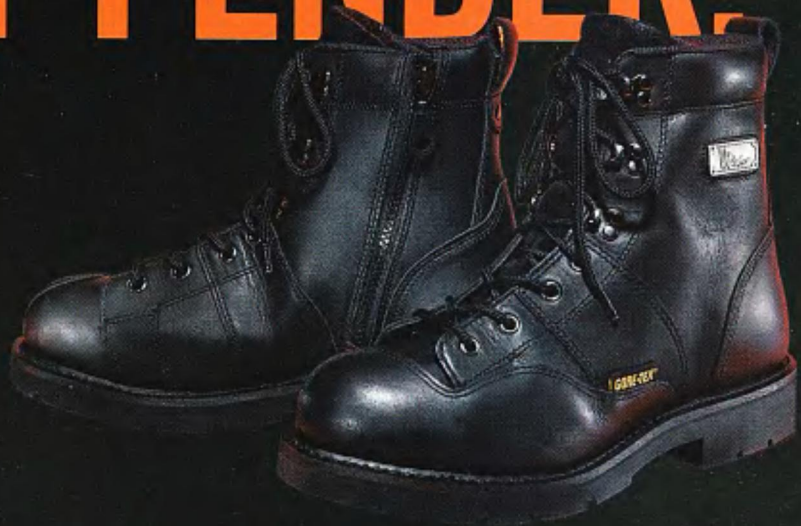
Owner: Kelly West
City: Diamond City, Arkansas
General
Year and make: '67 Harley-Davidson
Model: XLH Sportster
Price: one bagger
Engine
Year: 1967
Model: XLH
Ignition: points
Displacement: 900cc
Lower end: Harley-Davidson
Balancing: static
Pistons: two of 'em
Cases: Harley-Davidson
Heads: Harley-Davidson
Cam: Andrews

Lifters: Harley-Davidson
Carb: Keihin
Air cleaner: stack
Pipes: short and loud
Transmission
Year: 1967
Make: Harley-Davidson
Modifications: Andrews gears
Shifting: foot
Painting
Painter: unknown
Color: yellow pearl
Type: lacquer w/pearl and candy colors
Frame
Year: 1970-ish
Type: stretched, single downtube

Accessories
Bars: Ness
Risers: built in
Handlebar controls: H-D
Fenders: Ness
Headlight: Bates
Taillight: Ness
Front pegs: knurled
Foot controls: Harley-Davidson
Gas tank: Sportster
Oil tank: yes
Oil system: H-D dry sump
Primary cover: Harley-Davidson
Seat: owner
Mirrors: two
Grips: uh-huh

Forks
Type: springer
Builder: Ness
Wheels
Front
Size: 21-inch
Hub: spool
Rim width: 2.25
Tire: Avon
Rear
Size: 18-inch
Hub: H-D
Rim width: 3.5
Tire: Ontario
Brake: drum
Photos: Michael Lichter

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I WANT A BIG REAR END

I need some advice on the final drive setup for my bike. I've got a special construction underway that is going to run one of the new Baker right-side drives to a 250 series tire. The motor is a Merch 120 Stage 1. A lot of people I've talked to have told me I'm going to be tearing drive belts apart and that I need to go with a chain. But I've also seen quite a few customs out there that have big-inch motors and wide tires that are running belts. Do I need a chain?

Lance Vaccaro
Virginia Beach, Virginia

It's just my opinion but, yes, you should run a chain. Admit it you're going to want to hammer the thing or you wouldn't have put a 120-inch motor in to your bike, right? Unless of course it's just for bragging purposes and not really going to be ridden. So, you are going to want a chain. Check the aftermarket catalogs and get the biggest (widest) one they have. Make sure you also spring for some nice sprockets and you'll have all the strength you need. You also get more choices for final drive ratio.

GREMLINS IN THE TRANSMISSION

When pulling apart my 1987 FLH to investigate a screeching noise in my primary case, I found out that the keyway had spun on the trans main shaft, chewing it to hell along with the clutch hub, where they are tapered to fit together. My bike has some motor performance work done, and can pull the front wheel in second up a few inches when I bang it once in a while. Are the Harley factory parts strong enough to hold up, or should I go to aftermarket stuff? Also, whose parts would you recommend? By the way, great answers to the tech Q&As.

Buckmaster
Via the Internet

Buck, stop kissin' my ass! And what kinda name is "Buckmaster"? Are you in a lonely part of the country and only have deer as your companions? Anyway, it sounds like you're ready to step up. JIMS Machine in Camarillo, California, makes some first-rate trans parts, and their shafts and gears are built to handle the extra horsepower.

You can find them in just about any aftermarket catalog, or you can reach them direct at 805-482-6913. Keep yer eyes on some upcoming issues for a real report on their 6-speed tranny.

HELP DOC, IT WON'T STOP LEAKING!

The transmission on my '92 Harley is kinda leaking slightly out of the mainshaft. Is it worth fixing this sooner rather than later, or should I wait until the chain and sprockets need changing? Also what do I need to remove to get at the tranny and do I need any specialized tools?

Kieran Lynch
Auckland, New Zealand

Kieran, did your parents name you after a Japanese beer or something? Anyway, if your trans is leaking it's probably not out of the mainshaft. The mainshaft ends inside the primary housing, so you won't see that leaking. What probably is leaking is the seal around the main drive gear.

Depending on how much fluid is leaking I would say, yes, get it fixed. Your primary chain and sprockets shouldn't ever wear out if you keep fluid in your primary. Now as far as tools go, if you have a manual, air tools, a lift (to get the bike in the air), a clutch-puller, seal-puller, seal-installer, and a couple years experience, no problem. Really, though, find a shop you trust and have them do it for you. And always practice safe mechanics, that way your shaft will never leak.

RELAY PROBLEMS EXPLAINED

I have a 1999 Ultra Ground Pounder ST, that sports a 113-cubic-inch S&S motor. The problem I'm having is that I keep having to replace the starter relay.

What happens is, I hit the starter button and nothing happens so I jump it from the positive side of my battery tender plugin and it fires right up. When I put in a new relay it runs good for a while—some have lasted a week and others can go a month. The starter is a Spyke high-torque, I'm also thinking maybe it's the starter drawing too much juice through the relay and cooking it. What do you think?

Allen and Danielle
Via the Internet

Allen, did you get your ol' lady's permission to write and ask me for help first? Dude, remove them from the jar next to your bed and reattach those things! There are some pretty shitty starter relays out there these days. I don't think you're Spyke starter could pull too many amps from the relay so I doubt that's what's making them burn up. Check the position of the relay, are the terminals facing up? Is it getting wet when you wash the bike? Also I've seen some of these relays that are wired "bot" all the time. I don't know why bike builders would do this but it can't be good for the life of the relay. Next time it blows take it to a real auto parts store (not a chain) and see if they got one rated for higher amps.

HELP ME! MY PLUGS ARE FOUL

I have a 1985 FXR, with a stock engine. I have put S&S cylinders, Edelbrock Performer Heads, and a new S&S Super E carb. The bike fouls spark plugs every time we start it. It also dies going down the road, but if you play with the petcock it will start again. Sometimes it won't either. The pipes have mufflers. I am planning on putting a Pingel petcock on to fix the dying problem. Can you help with the plug problem? Or the dying problem?

Moe
Via the Internet

OK, maybe if you didn't have Larry and Curly helpin' you out, things may be different. Now, there are two things that foul plugs: fuel or oil. Think about this now, you're fouling plugs so you want to go spend more money on a petcock—any petcock—that will deliver more fuel to your already-plug-fouling top end you just put on? What are you on, glue? Go back to where you started, because something you did was wrong. Yeah, that's not what you wanted to hear, but too bad. The bike may run "great" now, but not in the long haul. Start with the carb. and work your way in.

—Gearhead

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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National Law Chart

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State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			✓
Alaska	4		15	17	c	c		p	r	r-28		✓
Arizona	4	a,12	14	17	c	c			r	r-29		✓
Arkansas	6		r	r, 17	c	c			r	r		✓
California	r	a, 6, 12		17, 21	c	c		25	r	r-28		✓
Colorado		a, 12	r	17	c	c			r	r-28		✓
Connecticut	4, 9	a, 4, 12	14	17, 22	c	c			r	r-28		✓
Delaware	1, 2, 5, 9	a, 4, 12, 13	r	17	c	c			r	r		✓
Florida	32	a, 6, 12, 13	r	r, 17	c	c			r			✓
Georgia	r	a, 12, 13	14	r, 17	c	c		26	r			✓
Hawaii	1, 4	a, 12	14		c	c	24		r	r		✓
Idaho	4	a, 6		17	c	c						✓
Illinois		a, 4, 12, 13	14	r, 17	c	c			r			✓
Indiana	4, 9	a, 12	4	17, 18	c	c						✓
Iowa		a, 4, 12		17, 20	c	c			r			✓
Kansas	4	a, 12	14	21	c	c			r (left)	r-28		✓
Kentucky	3, 6, 9	a, 12	r		c	c			r	29		✓
Louisiana	4, 31	a, 12	14	17	c	c			r (left)	r		✓
Maine	7	a, 12, 13		r	c	c			r	r		✓
Maryland	r, 1	a, 4, 12, 13	14		c	c		25	r	30		✓
Massachusetts	r	a, 12	14	17	c	c		p	r	r		✓
Michigan	r	a, 4, 12	14, 16	17	c	c			r	r-28		✓
Minnesota	4, 9	a, 4, 12	r	r, 17	c	c		25	r	r-28		✓
Mississippi	r									r		✓
Missouri	r	a, 12		17						r		✓
Montana	4	a, 12		r, 17	c	c			r			✓
Nebraska	r	a, 12, 13		17	c	c						✓
Nevada	r	a, 12	14	17	c	c			r			✓
New Hampshire	4	a, 12	14	17	c	c			r	r		✓
New Jersey	r, 1	a	9a	17	c	c			r	r		✓
New Mexico	1, 4	a, 4, 12, 13	14	17	c	c			r	r-28		✓
New York	r, 1		r	r, 17	c	c		25	r	r		✓
North Carolina	r	a		r, 17	c	c			r	r		✓
North Dakota	1, 4	a, 10		17	c	c			r			✓
Ohio	3, 4	a, 4	14	17	c	c			r	r, 28		✓
Oklahoma	4		14	r, 17	c	c				r		✓
Oregon	r	a, 12		r, 17	c	c			r	r, 28		✓
Pennsylvania	r	a, 12, 13	r	17	c	c		26	19	r		✓
Rhode Island	3, 6, 8	a, 11, 12, 13	r		c	c		p	r	r		✓
South Carolina	1, 6		14	r, 17	c	c			r	r		✓
South Dakota	4	a, 12, 13	14	17	c	c			r			✓
Tennessee	r	a, 12	14	r, 17	c	c			r			✓
Texas	31	r, 4		17a	c				r	r		✓
Utah	4	a, 12		17	c	c			r	r		✓
Vermont	r, 1	a, 12	14	17	c	c			r	r		✓
Virginia	r	a, 12	14	17	c	c			r	r	p	✓
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		✓
West Virginia	r, 1	a, 12, 13	r		c	c			r	r		✓
Wisconsin	4, 9	a, 4, 12	15	r, 17	c	c			r	r, 28		✓
Wyoming	4	a		r, 17	c	c			r			✓
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

✓ In effect on designated rural interstate highways
 r Required by law
 a Available for all eligible applicants
 p Prohibited to use or possess
 c Required if carrying a passenger
 1 Reflectorization required
 2 Must have in possession
 3 Required for novice riders
 4 Required under age 18
 5 Required under age 19

6 Required under age 21

7 Required under age 15 with learner's permit or for one year after obtaining license
 8 Required for passengers
 9 Required for instructional permit holders
 10 Required under age 16
 11 Required for first-time applicants
 12 May waive skills test for successful completion of rider education
 13 May waive knowledge test

for successful completion of rider education
 14 Required by law unless equipped with windscreen
 15 Required unless equipped with windscreen that is 15 inches above handlebars
 16 Required at speeds over 35 mph
 17 Modulating headlight permitted
 18 Required for vehicles manufactured after 1/1/56
 19 Required for vehicles

manufactured after 1/1/75
 20 Required for vehicles manufactured after 4/1/77
 21 Required for vehicles mfg'd during or after 1978
 22 Required for vehicles mfg'd during or after 1980
 23 Prohibits passengers under age 5
 24 Prohibits passengers under age 7
 25 Single earphone only
 26 To be used for communication purposes only

27 Required by inspection regulations
 28 Random
 29 Annual emissions, some areas
 30 Upon title transfer
 31 Optional over 18 with proof of \$10,000 of medical insurance for bodily injuries.
 32 Not required over 21 with a minimum of \$10,000 in medical insurance.

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Rare Gem

RON SIMMS' 1919 BOARD-TRACK RACER

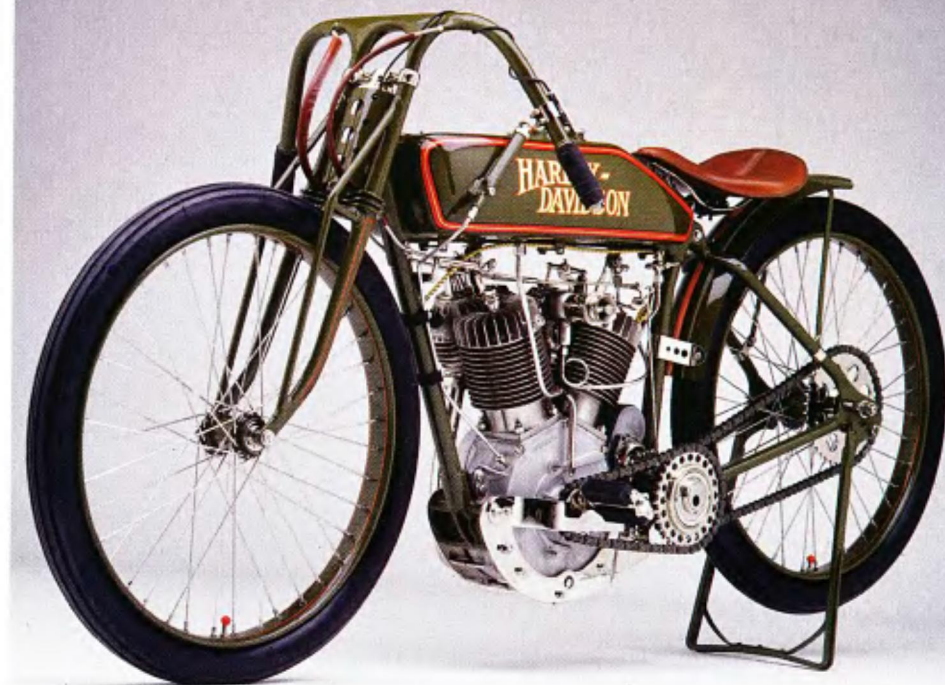
Round and round they go on the rough, wooden slats, the unmuffled pipes of their Flying Merckels, Indians, Excelsiors or Harley-Davidsons roaring in deafening noise and emitting a putrid, black smoke made up of burnt fuel and oil. The faces of the racers are black from oil and soot, all except that of the front man who is desperately clinging to a narrow lead. But it's still early in the race. He, too, will look like a coal miner before the end of this race.

Every once in a while, his pursuers rip pieces of friction tape from the grips on their handlebars, all the while leaning into 60-degree banks, retarding their spark as they enter the turn, advancing it as they thunder across the straightaway at 70 mph and more. There is no room for error, and with any luck at all, none of the racers will die tonight, and no one in the audience of thousands lining the mile-long, wooden oval track will be injured.

The life of a board-track racer was a dangerous one, and oftentimes a short one. His bike had no clutch, no brakes, and no suspension front or rear. Besides wiping his face, ripping some more tape off the grips, advancing and retarding his spark, pumping oil into the engine, and twisting the throttle, he also had to avoid getting hit by other racers or slipping on the oil-soaked board track. And that's on a good day: Sometimes power failures left them racing completely in the dark. None of the bikes was equipped with lights, and some were even without a throttle shaft, meaning that they ran wide open. The only way to stop them was to use a kill switch. Or crash.

It's difficult to find any more of these early board-track racers, since the sport itself only lasted barely a decade and was deemed too dangerous for both racers and the audience by the early '20s. But also, "the factory sponsored those bikes, and if you were a racer, they'd give you a bike for a year, and at the end of the year, they'd take it back and destroy it," explains Fred Lang, who restored the beauty on these pages. "Besides, the factories didn't build more than a handful of these bikes per year. In fact, the first year Harley built them, in 1916, they built six of them. But they didn't keep records of them, either, so nobody really knows how many were built each year," he adds. "Most of the bikes that were left over after the year were bikes that were raced outside of the U.S. and didn't come back."

Such is the case with this 1919 Harley, which Lang, through his carefully built-up network, found in Argentina. Currently housed in Ron Simms'



collection at his new Bay Area Cycles headquarters in Hayward, California, the racer "was in pretty bad shape," Fred says. "It was missing a lot of parts, the frame needed repair work, the motor was also in bad shape and needed repair, the gas tank was missing, and the wheels were beyond repair. But the hubs were still useful."

Not much is known about the history of this particular racer. "We can only assume that it must have been raced somewhere in South America at some point and then stayed there," Lang says. Known for his meticulous eye and

diligent research when it comes to restoring some of the older American two-wheelers, Lang admits that this JD model "was somewhat unusual for me. Most of the time I restore old knuckles and pans. I go to every antique meet all over the United States and buy up all the stuff I can possibly find," Lang says. "Plus, I have various people who do that, and my last resort is using reproduction parts. I also build some of the parts myself, like some of the foot peg setups."

This is actually one of two JD racers Fred has restored for Ron, the other being a 1920 model. And Ron keeps

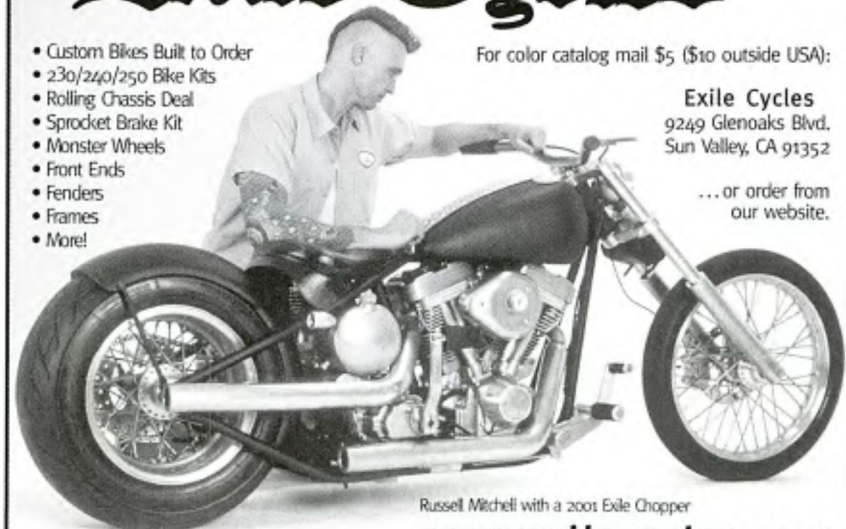
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Fred, whom he calls "one of the premier restorators in the country if not in the world," very busy. "He's doing a 1919 Powerplus Indian with a Flexi sidecar, a 1914, 8-valve Indian racer and a few other projects," Ron says.

Ron is proud of his collection. "I believe

I have the lowest-miled Vincent in the world," he says. "It's a 1953 Vincent Comet with 430 original miles on it." He also has a slew of fully restored old panheads, knuckleheads, flatheads, a Cushman, the two board-track racers, and a 1915 Silent Grey Fellow. All told, Ron owns about 60

or so restored gems, with another 10 being restored right now.

To get an idea of Ron's immense collection, all you have to do is head to his Bay Area Custom Cycles, now located at 25224 Mission Blvd. in Hayward. It might just make you feel younger. —*Red Baron*



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Owner: Ron Simms
 City: Hayward, California
General
 Fabrication: Harley-Davidson
 Year/make: 1919 Harley-Davidson
 Model: factory board tracker
 Assembly: Fred Lang
Engine
 Type: IOE "pocket valve"
 Year: 1919
 Rebuilder: Fred Lang
 Ignition: Bosch CEV magneto
 Displacement: 61 cubic inches
 Lower end: stock
 Balancing: Lang
 Pistons: Harley-Davidson
 Cases: stock
 Heads: stock
 Cam: single cam/roller lifters
 Lifters: solids
 Carb: Schebler model H
 Pipes: Harley-Davidson
Transmission
 Type: compensating sprocket
 Year: 1919
Painting
 Color: pearl violet
 Type: House of Kolor
 Special paint: sunrise gold flames
Frame
 Year: 1919
 Builder: Harley-Davidson
 Type: Keystone, rigid
 Rake: stock
Accessories
 Handlebars: racing style
 Handlebar controls: stock
 Fender(s): Harley-Davidson, cut-down
 Front pegs: Harley-Davidson
 Foot controls: Harley-Davidson
 Gas tank: Harley-Davidson
 Oil tank: in gas tank
 Oil System: total loss
 Primary cover: open
 Seat: Harley-Davidson
 Grips: left—spark advance/retard; right—throttle
Forks
 Type: Merkel-style, rigid
 Extension: stock
 Builder: Harley-Davidson
Wheels
Front
 Size: 28 inches
 Hub: Harley-Davidson
 Rim width: 2 1/4 inches
 Tire: Firestone Racing
Rear
 Size: 28 inches
 Hub: Harley-Davidson
 Rim width: 2 1/4 inches
 Tire: Firestone Racing
Photos: Mike Lichter

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Ever sit down in front of the television, just flippin' through the channels, thinking about building a bike, or what kind of bike to build? I don't mean channels like SPICE, Playboy or some other pay-per-view porno channels, those don't count. Just flippin' through channels, lyin' on the couch, bein' lazy. Sure ya have. Ever followed through on any of those ideas and dreams? Well, for the NBA's MVP, Shaquille O'Neal, it was nothing more than doin' just that...sittin' around watching TV.

"I was sittin' my ass on the couch one day flippin' through the channels and landed on the Discovery Channel," Shaq says. "I saw this white dude with a real cold bike and decided that if I wanted the baddest bike in town, Jesse James was the one to make it happen." Of course Shaq is referring to the widely popular show that aired on the Discovery Channel, *Motorcycle Mania*, featuring Jesse James and West Coast Choppers (WCC), builders of this monstrous ride. Lemme set the stage a little better for you. It's playoff time for the NBA and the Los Angeles Lakers are in the thick of it. When Shaq ordered the bike from Jesse he only had a few requirements: one being, Shaq wanted to ride the bike out of town the day after the NBA playoffs...just 15 days away. Hey, no problem.

When you're dealing with a builder and his team, such as Jesse and WCC, that's not always an impossibility. While most builders rely on specific designs and measurements, Jesse feels an entire bike can be inspired by a single part. "The designs for this bike are pretty radical," Jesse begins. "We took the 'SHAQ ATTACK' Superman theme and made it the main design of this bike."

Standing tall at 7 feet 3 inches, with a 56-inch leg inseam (no, I didn't measure it myself) and a 76-inch reach, Shaq requires the biggest custom bike ever built. Trust me, this thing is gigantic. I'm about 1 foot and 6 inches shorter than Shaq, and with my feet on the controls, I can't even reach the bars! Shaq originally wanted a set of beach bars for this bike, but Jesse talked him out of it, as they didn't fit either him or the bike.

As luck would have it, the Lakers blew through the play-offs and into the finals one week ahead of schedule. The pressure now fell heavily, not only on Jesse, but for everyone on the WCC crew as well as builder Bill Dodge and custom paint wizard Tom Prewitt at Damon's (pictures just do not do Tom's paint and flame-work justice). Ya see, not only did they all need to finish Shaq's bike, but other projects, including professional wrestler Bill Goldberg's bike, Metallica strong

man James Hetfield's, and Jesse's own Sturgis Special, were all champing at the bit needing special attention and rockin' fast deadlines.

After playing five games of the finals, the Lakers wrapped up their season as

the biggest, baddest custom bike on the face of the earth. I've never seen a bike like this before," beamed Shaq.

"Trust me, nobody's ever seen a bike like this before," Jesse said proudly.

Asked if there was one thing he could say that would sum everything up, Shaq matter-of-factly stated: "I want to thank God for the Discovery Channel. After seeing this dude (Jesse) and realizing he was only 15 minutes away from me, I told him to build me a bike. He told me to win the championship. I won the championship and he delivered the baddest bike ever the very next day. What more can I say about it?"

The day after delivering Shaq's bike, Jesse and his crew rushed to finish Goldberg's bike and the Sturgis Special. One to be delivered in Sturgis, one to be ridden to Sturgis with Discovery Channel producer/director Hugh King and crew in tow. You can see all the action yourself, including the entire build up of both Jesse's and Shaquille's bikes, and all the fun riding to and attending Sturgis on the Discovery Channel's presentation of *Motorcycle Mania II*, which is set to air in January and will run until you just can't take it anymore. Check your local listings, and make sure the kids are put to bed before you turn on the SPICE channel.

—Oil Can

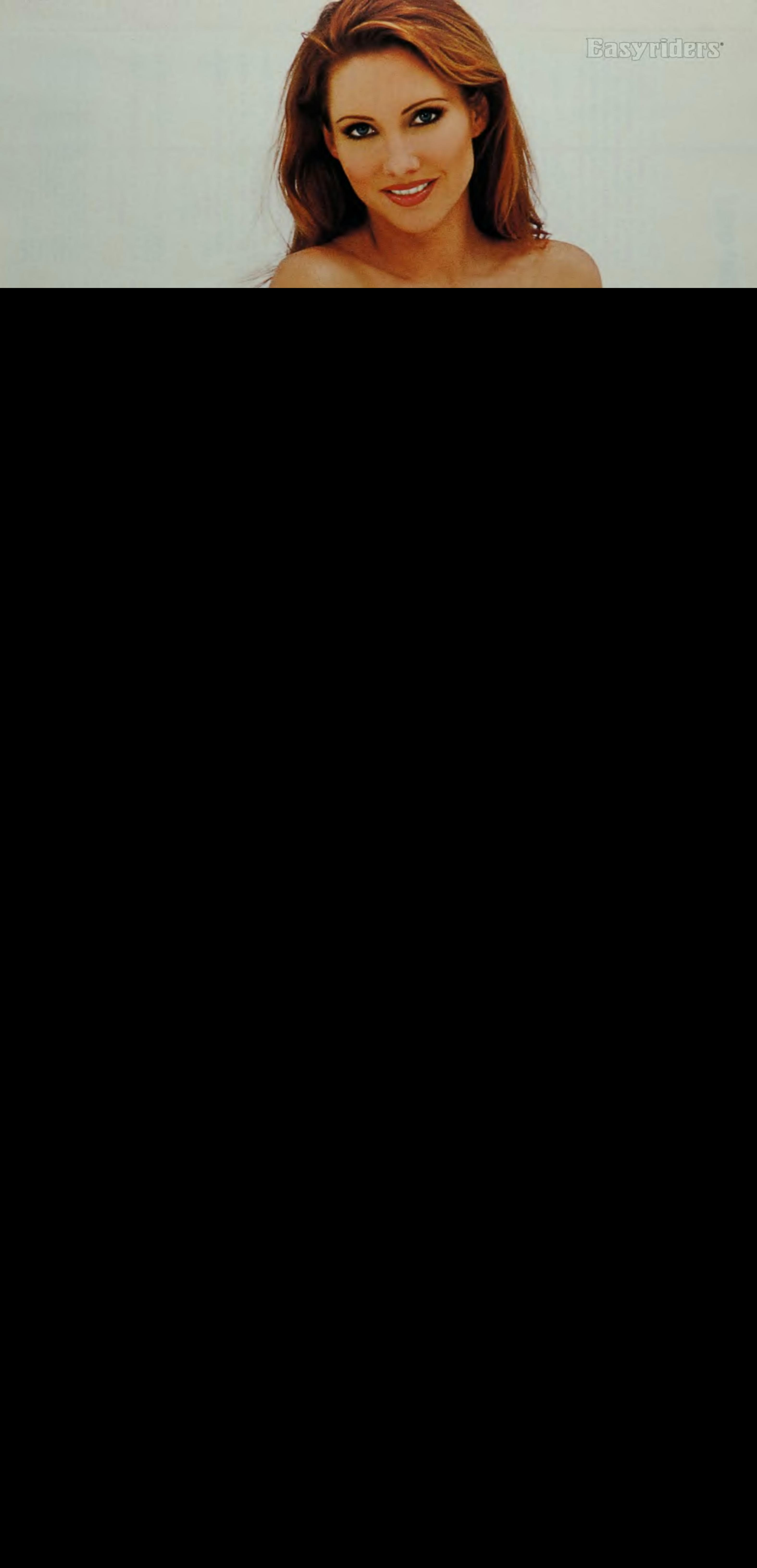


the NBA Champions. Since they were on the road at the time, Jesse and his crew actually had another two days to finish.

True to his word, as the Lakers returned home as the NBA Champions, Jesse delivered the bike personally, surprising Shaquille at his home.

"It looks really good and makes me feel small and I never feel small. I now have







passin' gas

Rodent and Carly have been married five years and their sex life was gettin' pretty dull. One night Rodent announced, "Honey, tonight we're gonna do it a different way. We're gonna try doin' it back-to-back."

"How much fun is that gonna be?" asked Carly.

"Plenty," Rodent replied. "I invited another couple!"

*Joey Hayes and Laurie Mueller
Palmdale, California*

A biker walks into a bar, orders a beer, swigs it down, slips a photo from his pocket, takes a peek and slips it back into the pocket on his T-shirt. He orders another beer and does the same thing when he's finished. This goes on for a few hours when the bartender finally asks, "What the hell are you doing?"

The biker replies, "What are ya talkin' about?"

The bartender says, "Every time I give you a beer, you swill it down and look at that picture in your pocket."

The biker replies, "I keep a picture of my ol' lady in there."

"OK, but what does that have to do with drinkin' beer," the bartender inquires.

The biker tells him, "Well, ya see, I keep drinkin' until she looks good, then I know it's time to go home."

*Mike Wallace
Sand Springs, Oklahoma*

Two cute college girls were riding their bikes across campus on their way home from school one day.

"Gee, I've never come this way before," sighs one of the girls.

"Yeah, me neither," says the other. "It must be the cobblestones!"

*Rick Brown
Orangevale, California*

A 6'10" prospect named "Skyscraper" finally hooked up with this hot little hang-around honey from the clubhouse. After the wedding ceremony the club Prez strode up to Skyscraper. "Congratulations Sky," he said slapping the prospect on the back. "She's a good girl and all, but tell me, you're such a big guy, why'd ya marry such a tiny gal? She's barely bigger than your hand."

"Yeah, you're right about that," replied Skyscraper, "but she's a lot more fun!"

*Burt Whitcomb
Palmdale, California*

There was this biker's ol' lady who had been in a bad wreck which sent her flying right through the windshield. The damage to her face was so bad that the doctors had to use most of her undamaged skin to fix all scars. Since they couldn't use any more of her flesh, her ol' man agreed to let them use some of his, only he insisted they use the skin from his ass.

The doc said OK, and when the surgery was done she looked absolutely terrific.

Once she saw the results she cried, "Honey, you're such a wonderful man. What can I ever do to repay you?"

Her ol' man simply stated, "Babe, you don't owe me nothin', the next time your mother kisses you on the cheek, that'll be good enough for me!"

*Larry Jones
Midland, Texas*

According to the new Biker's Dictionary, the definition of divorce is: "The fuckin' ya get, for the fuckin' ya got."

*Mary Lee Stiller
Rancho Santa Margarita, California*

This guy was taking a survey for the makers of Vaseline. When he knocked on the door of a biker's house, his ol' lady comes to the door.

"I represent the makers of Vaseline and we're taking a survey on the many uses of Vaseline around the home. Do you use our product, and if so, how is it used?" he inquires.

The woman replies, "Why yes, we use it for cuts, bruises and for having sex."

The survey-taker then asks, "For sex? How do you use it for having sex?" he asks.

"Why, we put it on the doorknob to keep the kids out!" she replies.

*Joe Hines
Boise, Idaho*

Q: What do ya get when ya cross a pit bull with Lassie?

A: A dog that'll rip yer leg off then run for help!

*Tim Winters
Shirley, Massachusetts*

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



Owner: Shaquille O'Neal
City: Los Angeles, California
General
 Fabrication: West Coast Choppers
 Year and make: El Diablo
 Model: SHAQ ATTACK
 Assembly: Bill Dodge
 Time: Quickly, very quickly
 Chroming: LBC Plating
Engine
 Year: 2001
 Model: S&S
 Rebuilder: West Coast Choppers
 Ignition: Dyna
 Displacement: 113-inch
 Lower end: S&S
 Balancing: S&S
 Pistons: S&S
 Cases: S&S
 Heads: S&S
 Cam: high-lift S&S
 Lifters: S&S
 Carb(s): S&S Super E
 Air cleaner: West Coast Choppers
 Pipes: West Coast Choppers
Transmission
 Year: 2001
 Modifications: Baker 6-speed
 Engine sprocket: 29-tooth
 Trans sprocket: Primo 3-inch
 Wheel sprocket: 48-tooth
 Painting: Damon's
 Molding: Damon's
 Painter: Tom Prewitt
 Color: purple and gold—duh
 Type: House of Kolor
 Special paint: lots of it
Frame
 Year: 2001 El Diablo
 Builder: West Coast Choppers
 Type: Big Mother Fucker
 Rake: way raked

Stretch: I can't reach!
 Suspension: Works Performance
 Other alterations: many, many!
Accessories
 Bars: West Coast Choppers
 Risers: 8-inch
 Handlebar controls: Performance Machine
 Fender(s): West Coast Choppers
 Headlight: West Coast Choppers
 Taillight: 6-shooter
 Speedo: nope
 Dash: nope
 Front pegs: Performance Machine
 Rear pegs: nope
 Electrics: a little
 Foot controls: Performance Machine
 Gas tank: Jesse James
 Oil tank: El Diablo
 Oil system: S&S
 Primary cover: Primo
 Seat: Danny Gray
 Sissybar: nope
 Mirrors: Jesse James
 Grips: ART
Forks
 Type: El Diablo Wide Glide
 Extension: 20 over
 Builder: West Coast Choppers
 Special features: dipped
Wheels
Front: SHAQ ATTACK
 Size: 21-inch
 Tire: Avon
 Brake: Performance Machine
Rear: SHAQ ATTACK
 Size: 18-inch
 Tire: Avon
 Brake: Performance Machine
Model: Jennifer Korbin
Photos: Elde Stewart



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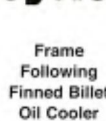
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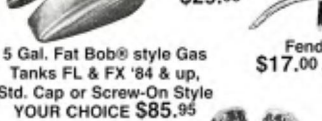
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Frame
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Fined Billet
Oil Cooler
\$59.95 ea.



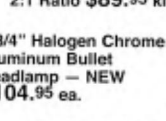
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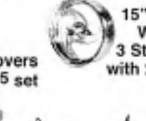
40 Spoke
Wheels
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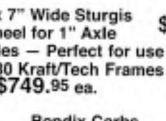
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Billet
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End for
FXST
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kit



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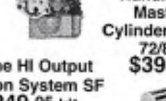
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Softail®
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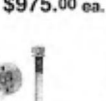
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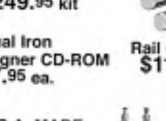
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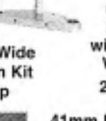
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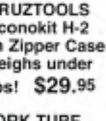
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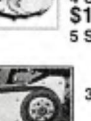
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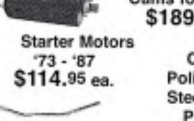
Chrome Oil Tank
FL '65 - '82 &
FX '71 - '82
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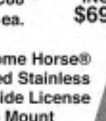
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Lift w/Jack
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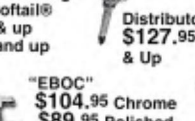
Krank
Vent Plus
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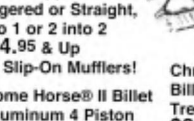
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Clutch Kit
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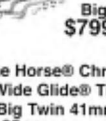
Chrome
Louvered
Coil Cover
\$8.95 & Up



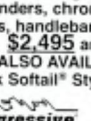
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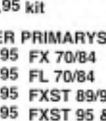
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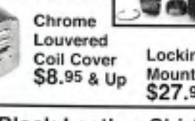
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Light \$44.95
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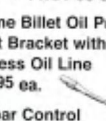
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\$184.95 FXST 94 & up



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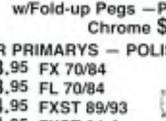
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Mill or Smooth
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Men's Vests \$44.95 & Up
Kid's Vests \$21.95 & Up
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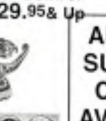
Gauntlet Gloves \$15.95 & Up



Tool Bags \$14.95 & Up



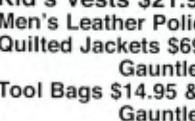
Gauntlet Gloves \$15.95 & Up



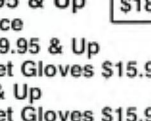
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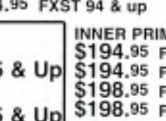
Best Prices on
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Pipes!



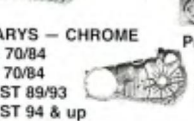
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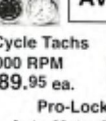
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Indian-4 Follow-Up

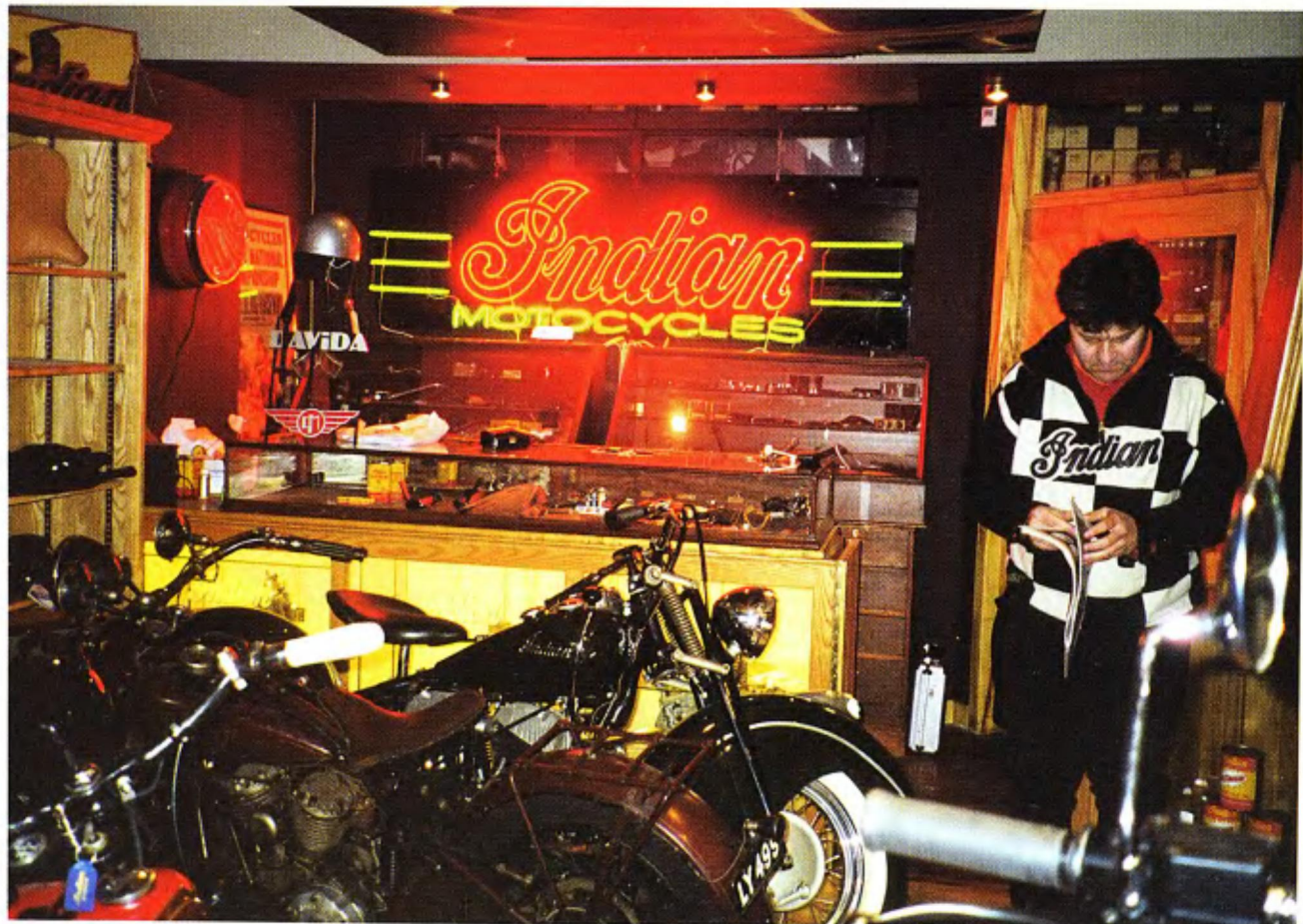
A friend and I recently returned from a trip to Scotland, where I met with Alan Forbes, the builder of the new Indian 4. I was inspired to contact him after reading an article about the Indian Dakota 4 in the March issue of *Easyriders* (No. 333).

I e-mailed Alan about my interest in his bike, and he kindly invited me to come to Scotland and test ride the bike. I was

fortunate to have a week of vacation at the end of April, so I took him up on his offer.

Upon our arrival in Edinburgh, we arranged the test-ride time and day with Alan. He personally took the time to demonstrate the bike on a ride around the craggy Scottish countryside.

Alan has been in the Indian motorcycle restoration and parts







supply business for 30 years. Restoring old Indians is not just a business to him, but it is his passion. A passion in which he breathes new life into old Indians. Alan owns the very first Indian imported into the United Kingdom; it is housed in his shop on West Scotland Lane, as well as a rare in-line 4-cylinder model from the 1930s. He also owns the trademark rights to the Indian name in the United Kingdom. Clearly, Alan is a world-class leader in the movement to preserve the Indian Motorcycle Company of old.

It is true that the Dakota 4 design he is now developing into a full production machine, came in part from the Swedish company Viking. When Alan saw the Viking designs, he was struck by the way the concept could be reconstructed to fit into his overall vision of the Indian Motorcycle way of life. He then acquired the rights to the design of the Viking, and built his Dakota 4 around it.

Alan's hard work and willpower have brought the Dakota together in the spirit of the original Indian 4. In a strange way, the historical precedents are obvious: The Indian 4 was originally created and produced by the Ace Motorcycle Company, which was bought and developed by the old Indian company. Bill Henderson who designed the Ace, moved from Scotland to the U.S. and began his development of the 4-cylinder in-line motorcycles. Mr. Hendee and Oskar Hedstrom (also a Scandinavian who migrated to the U.S.) founded the Indian Motorcycle Company. Much the same way in which Alan migrated to Scotland from England, then began working in unison with the Scandinavian motor designer. The Indian 4-cylinder motorcycle concept in a way has come full circle.

I own a 2000 Indian Chief built by the Gilroy crowd. When one compares the difference in the quality of the two different machines, there really is no comparison. The Dakota 4 fit and finish reflects the attention to detail and the dedication to the spirit of original Indian Motorcycle Company. In my opinion, the Gilroy crowd could use some of Alan's insight and spirit.

Alan has put his heart and soul into the development of the unique Dakota 4. I imagine this bike will be a huge success.

—Jim Bagnard

For more information on the Dakota 4, you can contact Alan Forbes at: 01-44-131-557-5807 (make sure you check the time difference) or e-mail: alanforbes<motolux@easynet.co.uk>.





Flaming yellow zonker!

—Jacques Charton, Novato, Calif.



One-of-a-kind signing. Hope Willie G. didn't get run over.

—Shaggyman, Kansas City, Mo.



Ode to Joe, Mount Washington, N.H.

—Sara Laliberte, Pittsburgh, Pa.



This butt's for you! —Ted Arsen, Lindenhurst, N.Y.



One badass babe at Freedom Rally 2001.

—Nate Ullrich, Humboldt, Iowa



Whoops, all my clothes fell off.

—Nate Ullrich, Clinton, Iowa

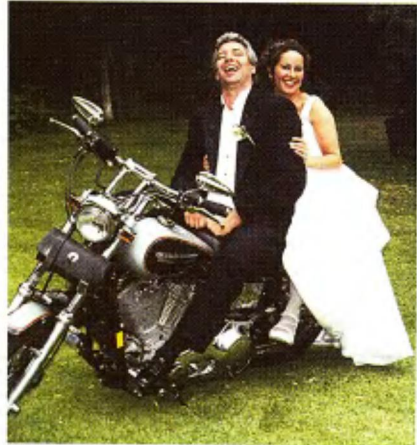


Bikers make the best friends.

—Katmandu, Boozy Creek, Tenn.



Keepin' us free. Final reenlistment with bros HM Bush, JOCS Basett, BMCS Martin. —Raymond Gross Jr., Roosevelt Roads, Puerto Rico



Pay up. —Andrea and Jeff, Orange, Conn.



Fresh ride. —Ted Hyatt, E. Brunswick, N.J.



Trained professional. Gordy Benson at 70 on Rt. 80, Hazen, Pa. —Shirley, Carlisle, Pa.



Torpedos!

—Stripe, Humboldt, Iowa



A real motorsickle!

—Roger and Amber Spade, Phoenix, Ariz.



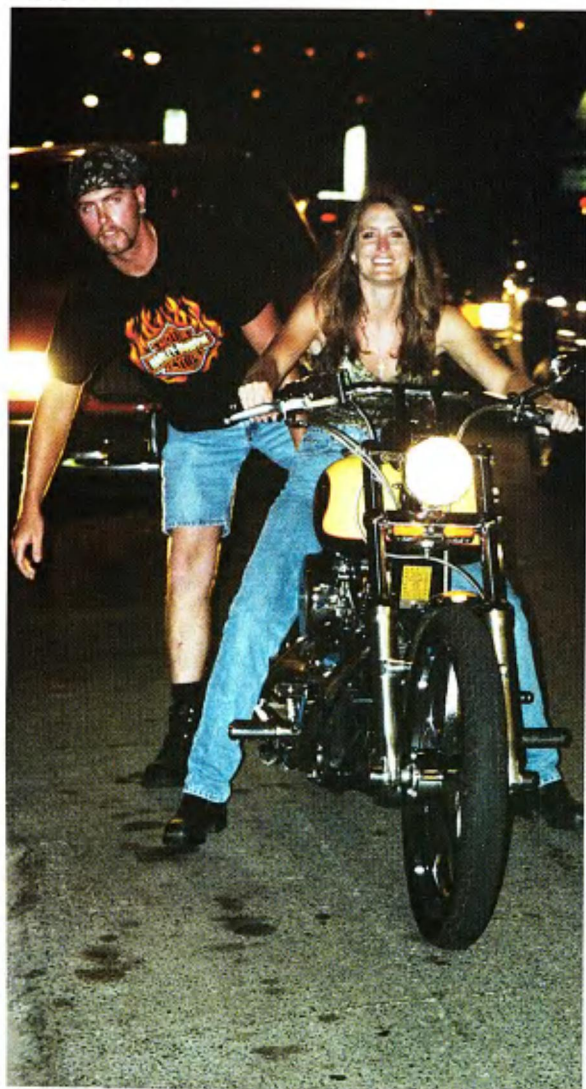
The gang's all here. Downed Officer Run 2001, Valencia, Calif.

—Ken Karagozian, Agoura Hills, Calif.



Happy 30th, kids!

—Mike and Egg Pesapane, Wallingford, Conn.



"Nah, I wasn't ridin' bitch." —The Breeze, Myrtle Beach, S.C.



French boobs at Rendezvous 2001. —Kim Geiselman, Providence, R.I.



United we ride.

—Alexandra Kreslin, riding around Austria, Sept. 2000.



Pullin' the rubber train.

—Rudy Spitse, Ruthven, Ontario

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay \$100 for every full-page color photo,

\$50 for half-page color photos, \$40 for color photos printed smaller than half-page and \$30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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RONNIE COLE'S UNLIMITED DREAM

No Laughing Matter

Please forgive our writer's nursery rhyme brain farts. He's currently seeking help for this condition and has been appropriately medicated. —Ed

Pour a pint of Guinness and hang out with us as we knock the trail dust off a tale we thought was bogarted long ago. Our righteously retarded nursery rhyme is one anyone should remember. King Cole was a party machine who was renowned for having fun and never getting pissing drunk before heading out for his Sunday afternoon ride.

Stopping on a dime, there we were at the Easyriders Bike Show in Charlotte, North Carolina, where we caught up with Ronnie King Cole as he was applying a lithe squeeze to the Performance Machine brakes on his custom bike. All of the road editors in the kingdom were impressed with the King's scooter. So much so that they sent for the Imperial Lichter, who was sworn to shoot and never smudge the object of their everlasting droolings. As a constant reminder to all of his loyal subjects, the ol' King directed Augie, his painter, to wildly smack the regal roller with his slappin' bat, helping to quell the people's fears of the dreaded violators of the kingdom-wide color code (in other words, the bike has a very tasteful paint job).





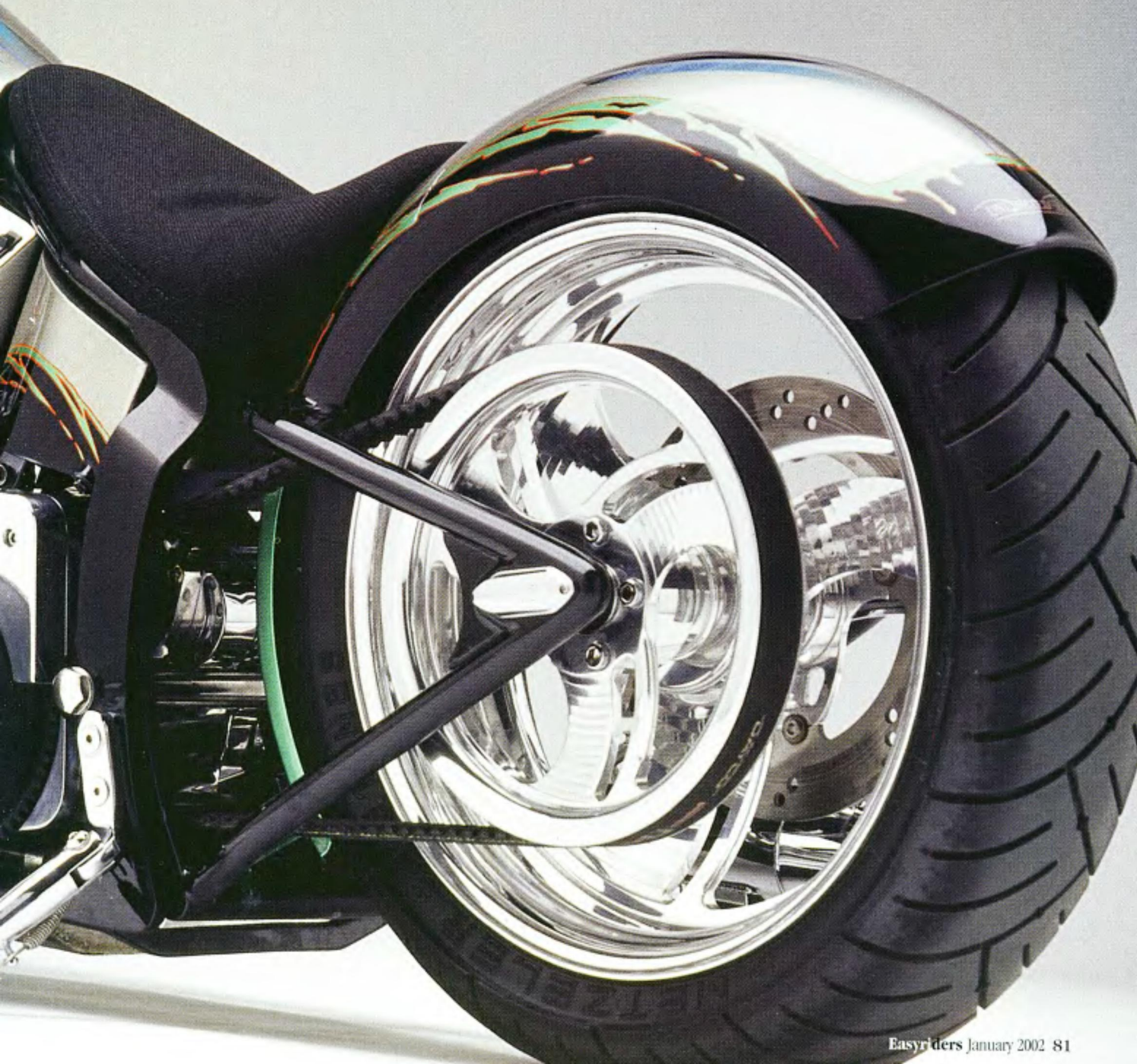


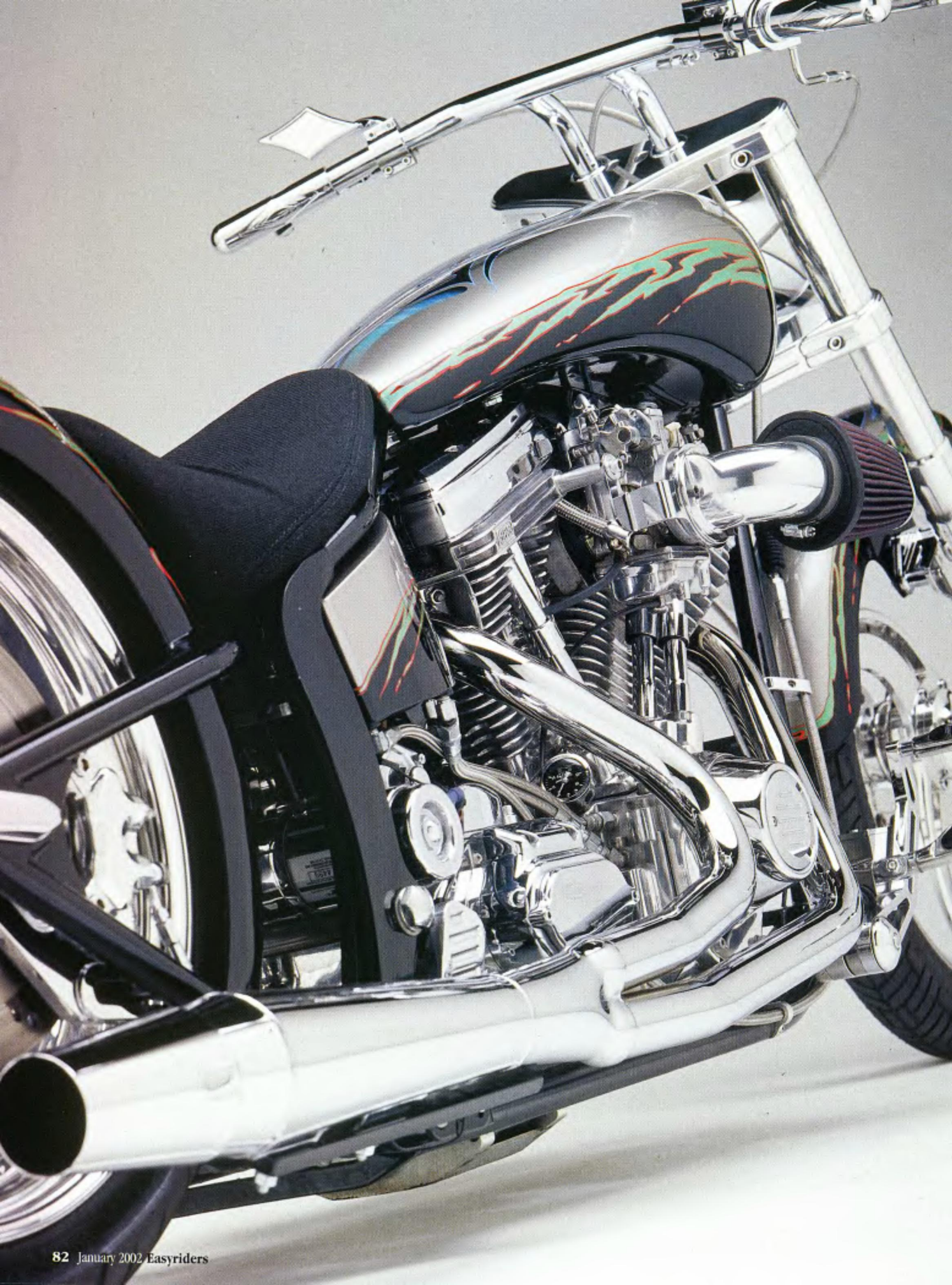
There's more than meets the eye as we discover the real reason that the King can't stop smiling. When he called for his pipes, a hot looking Thunderheader was brought in to provide the required sonic blast. He called for his bowl, which in this case was nothing less than a Mikuni HSR 42 carburetor for some serious squirt. Harnessing these to the heads of a powerful S&S 113-inch mill, Cole then called for his fiddlers six (not three), actually a polished RevTech 6-speed tranny, which was solidly coupled to the King's cranker by a bulletproof BDL open primary. The entire kingdom was there as the King thumbed the starter and everyone shouted, "Crank it up!" as the first royal burnout was rolled off. It was then that King Cole began to

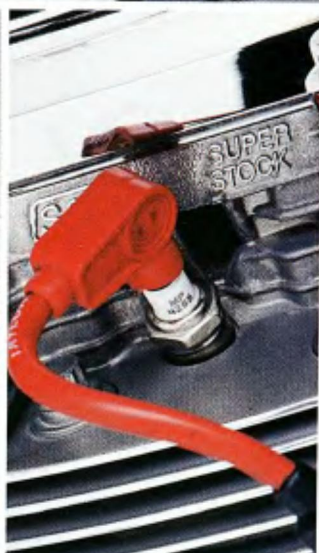
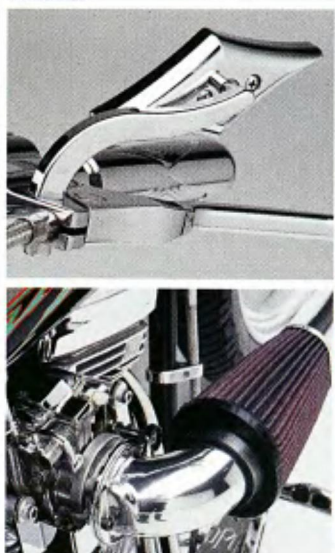
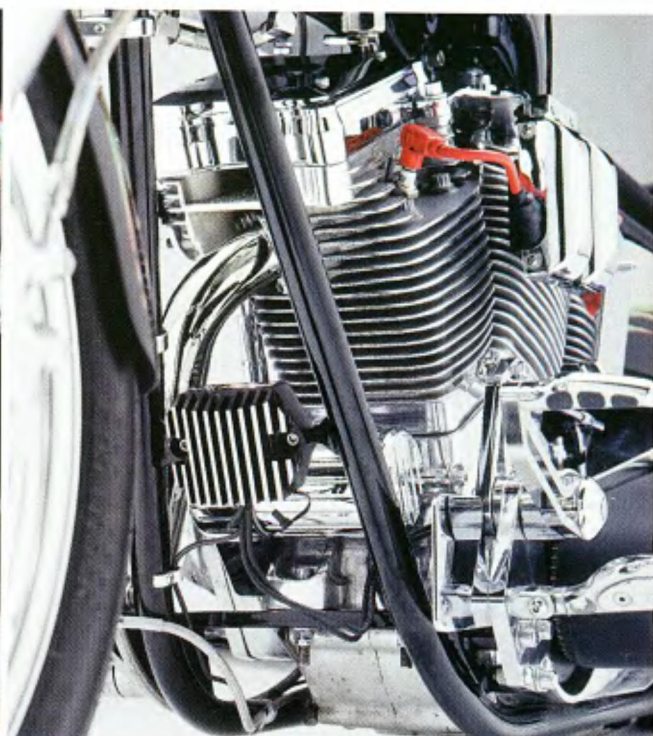
chortle that hasn't stopped to this day. His highness would live in bliss knowing how easy it was for him to easily nuke a Metzeler (In other words, Ronnie really digs the bike's burn out capabilities).

Smoky stench aside, all of these niceties were brought together by the talented team of palace servants at Unlimited Dreams in Raleigh, North Carolina. From the custom frame, to the tiniest detail, they created an elegant scoot and made such a lasting impression that it still scatters our psyche. Alas, ol' Ronnie Cole rumbles forth on his pristine sled of black and gold and thus our story now is told. The moral...anyone with a proud ride like this one is a merry old soul indeed.

—Jeff Moore







Owner:.....Ronnie Cole
City:.....Raleigh, North Carolina
General

Fabrication:.....Unlimited Dreams
Year/make:.....2000 custom
Model:.....Special Construction
Assembly:.....Unlimited Dreams
Time:.....9 months

Engine

Year:.....2000
Model:.....S&S Super Sidewinder
Rebuilder:.....Stuart Ruth
Ignition:.....Crane Hi-4
Displacement:.....113 cubic inches
Lower end:.....S&S
Balancing:.....S&S
Pistons:.....S&S
Cases/Heads:.....S&S
Cam:.....S&S high-lift
Lifters:.....S&S

Carb:.....Mikuni HSR 42
Air cleaner:.....K&N
Pipes:.....Thunderheader

Transmission

Year:.....2000 RevTech
Modifications:.....polished
Shifting:.....6-speed
Wheel sprocket:.....70-tooth

Paint

Molding:.....Augie's Art
Painting:.....Augie's Art
Color:.....black and gold
Type:.....House of Kolor
Special paint:.....Augie's Art

Frame

Year:.....2000
Builder:.....Unlimited Dreams
Type:.....hidden shock
Rake:.....37 degrees
Stretch:.....2 5/8 inches

Suspension:.....Legends
Other alterations:.....none

Accessories

Bars:.....drag
Hand controls:.....Performance Machine

Fenders:.....Jesse James
Headlight:.....Headwinds
Taillight:.....Paul Yaffee Originals
Front pegs:.....Performance Machine
Electrics:.....Pro-One
Foot controls:.....Performance Machine

Gas tank:.....D&D
Oil tank:.....Pro-One
Oil system:.....S&S
Primary:.....BDL
Seat:.....Unlimited Dreams
Mirrors:.....Paul Yaffee Originals
Grips:.....Paul Yaffee Originals

Forks

Type:.....inverted
Extension:.....2 inches under
Builder:.....ICS
Special features:.....show chromed

Wheels

Front

Size:.....21 inches
Hub:.....Performance Machine
Rim width:.....2.15 inches
Tire:.....Metzeler
Brake:.....Performance Machine

Rear

Size:.....18 inches
Hub:.....Performance Machine
Rim width:.....5.5 inches
Tire:.....Metzeler
Brake:.....Performance Machine
Photos:.....Michael Lichter

Meet August's Winner

Your August Fox Hunt winner has a secret. No, she was never a man, I'm thinkin' too many of you watch way too much *Springer*. Twyla (her name changed to protect the not so innocent) is employed by a company that didn't want us revealing its name. Suffice it to say, the next time you have a question or billing problem with your credit card, you may be speaking directly to your August winner. Of course her name won't be "Twyla," but c'mon, it's not like any of you haven't dialed a 900 number and actually believed the girl on the other end really looks like the girl in the ad, right? 'Cuz if ya did, brother you need more help than we can give ya. What do you mean, "what am I talking about?" Jeez, never mind. Anyway, we mangaged to team up this Arizona cutie with Bobby Sanchez's, Jim Nasi-built Special Construction, and all shot by our ace photog in the desert, Paul Martinez. So, why are you still here? Before ya leave, make sure you peruse this month's cuties and place your vote, then flip over to Page 98 and check out how everything came out.

—Howie Feltersnatch



Adrienne—South Carolina

#101

"I'm still waiting for my first ride on a Harley motorcycle, however, I did take a ride on a good-lookin biker named Harley..."



Judy—Pennsylvania

#102

"My first ride was the ultimate high. The intense vibration and the roar of thunder between my legs...I had to have it now! What a ride."



Leigh Anne-Louisiana

#103

"It was in the Arkansas mountains on a custom Softail. It was 105 degrees. Later, it got even hotter."



Meshell Lei-California

#104

"It made the hairs on the back of my friends neck stand straight up, licking his ear down' 90 mph."



Suzanne-Ohio

#105

"My first ride on a Harley was so stimulating I was wet all over. I know it sounds cliché, but it's the truth. Don't get me started on the vibrations."



Tamara-Indiana

#106

"It was so awesome. I felt free and that nothing could touch me. The rumbling made my whole body quiver and made me very horny."

Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of *Easyriders*, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on

a postcard—or on the back of a sealed envelope—and mail it to #343 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes December 1, 2001. The voting deadline for this month's crop of cuties is December 30, 2001. We'll announce the winner in the May 2002 issue.



Here she is, bros, the September 2001 monthly Fox Hunt winner, Adrienne #901, from Baltimore, Maryland. See more of her next issue.

343

FOX HUNT
P.O. Box 3000,
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 Daytime Phone () _____ Evening Phone () _____
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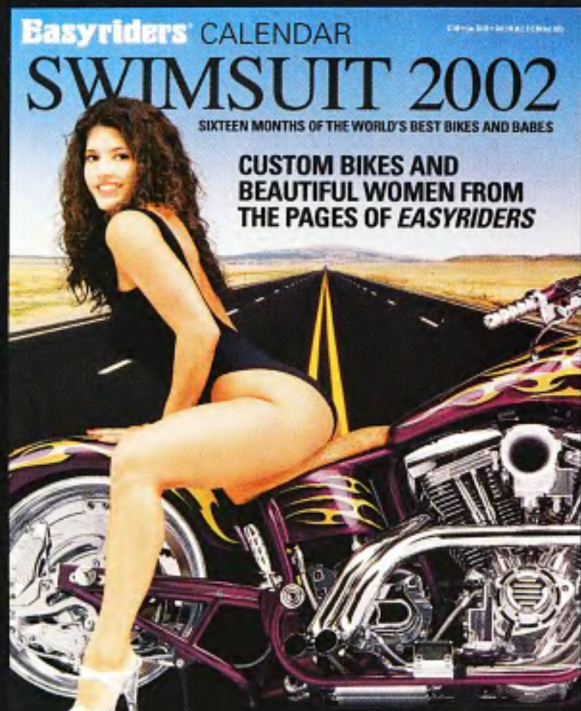
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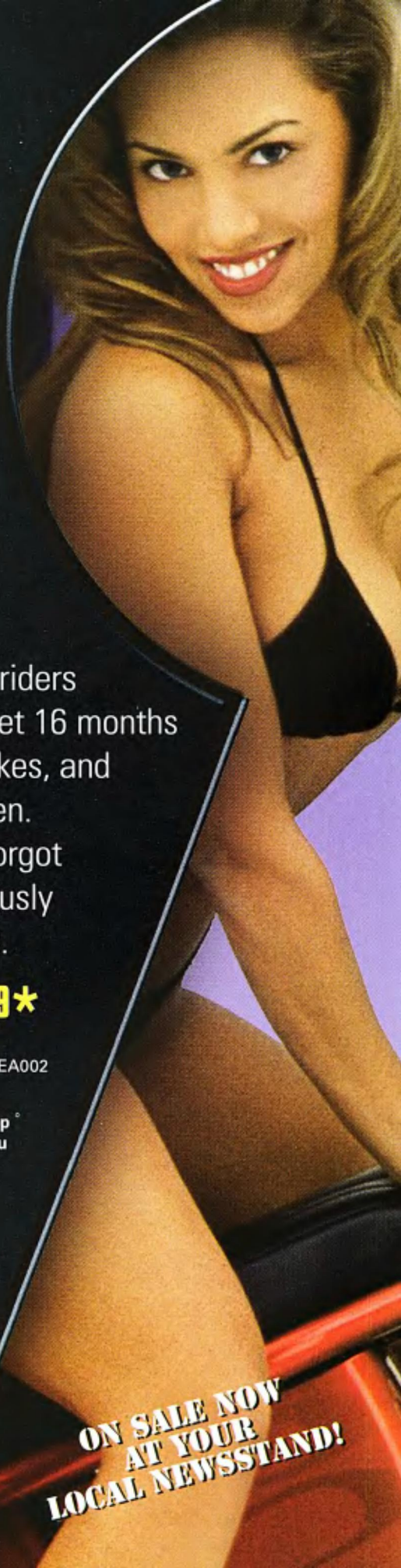


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Freedom

VICTORY INTRODUCES THEIR NEW LINEUP

While many of today's new "bike manufacturers" are seemingly peddling machines that essentially are nothing more than revamped versions of Harley's wildly popular Evo platform, there's a company based in Minnesota that's building a V-twin that is definitely not a copy of an Evo—or anything else for that matter.

With a history rich in power-sports, stretching back to the early '50s, Victory's parent company, Polaris, has been building big-kid toys like snowmobiles, ATVs and personal watercraft that have proven over the years that the company has what it takes.

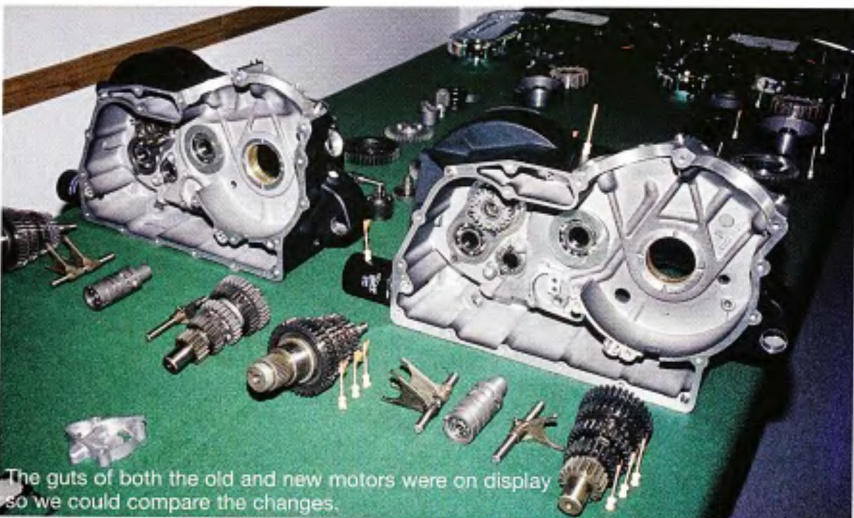








Victory uses computer-aided test "mules" to gather data.



The guts of both the old and new motors were on display so we could compare the changes.

Since '97, Victory has slowly yet steadily made their way into the motorcycle history books, not by barnstorming a new product based on someone else's design, but by gradually developing an entirely new style of V-twin using techniques and technology that have proven to be functional in the production of the off-road vehicles that have made Polaris a force to be reckoned with.

For 2002, Victory has stepped up to the plate with revisions and additions to their model line that will make the new Victory bikes more powerful, dependable and fun to ride. Based on the fact that most Victory riders consider their bikes a work in progress, Victory has taken into account that personalizing is a big part of the appeal for today's cruiser rider.

The first component that the factory saw fit to enhance was the engine, earning it the new "Freedom" designation. The revamped mill now delivers 25% more power, thanks to a slew of improvements. Starting at the top we found the cam profiles have been changed to help accommodate the increase from an 8.5:1

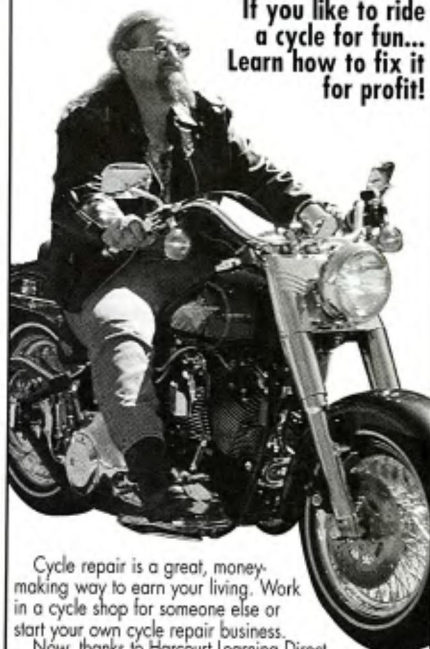
compression ratio to 9.2:1. To help feed fuel to this hungry new powerplant an all-new Visteon engine management system combined with electronic fuel injection helps churn out peak power under all operating conditions. Throttle response is another benefactor of the top-end changes and a twist of the wrist is all it takes to sample the improved power band. Redesigned cylinders add a nice cosmetic touch as well as aiding in heat dispersal which keeps the engine happy whether you're stuck in traffic or cruising the boulevard.

Other internal changes include a smaller, more efficient oil pump and a revised tranny that makes power delivery and shifting smooth as silk. The new tranny also benefits from a new clutch that reduces lever pull by nearly half of what it was. Combined with new handlebars, which are pulled back an inch closer to the rider, this new setup improves ergonomics greatly, allowing the rider greater comfort which equates to more miles in the saddle.

Another aspect of the new Victory models making them more enjoyable to

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ride is the re-calibrated suspension. Beefy 45 mm forks equipped with a 6-piston Brembo caliper that grips an 11.8-inch rotor for superior stopping power, guide the way. The hidden shock rear end is suspended by a single gas-charged shock with a 4-piston Brembo putting the bite on the rear rotor.

During our test ride through the Minnesota countryside, we also had the chance to sample the touring-equipped



models as well as Victory's Stage I kit that adds a throaty rumble thanks to a freer-breathing exhaust and much improved induction, all of which adds up to a handful of extra ponies available at the twist of the wrist—a welcome addition for sure.

An example of Victory's commitment to customizing is their relationship with Arlen and Cory Ness who have created the Arlen Ness "Signature Series" of more than 20 custom parts designed specifically for Victory. What all this means is that Victory is in it for the long haul. They're not trying to take the world by storm overnight; instead their plan is to gradually improve the quality, variety and accessories that are growing all the time. Stay tuned and we'll keep ya up to speed on America's other twin.

—Boxcar



Photos: Ken Ross & Pam Proctor

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THE BIKE SHOWS ARE COMING!

Yes, they're comin' like a heifer in heat! The 2002 Easyriders Bike Show season is burnin' rubber to a town near you. Polish up your scooter, grab your camera and get to one of these grand slam shebangs! *Easyriders* is proud to bring you the finest custom bikes in the known universe and we're revvin' up a mind-blowing, two-wheeled custom circus showcasing the talents of some of the best bike builders in the world.

There will be seven great bike shows starting in Pomona, California, and climaxing with the Columbus, Ohio, Invitational in February. In April we'll start off our next batch of bike shows in Dallas, Texas, and Kansas City, Missouri. Easyriders Bike Shows give you a chance to get your bike in the pages of *Easyriders* or our sister publications *Biker*, *In The Wind*, or *V-Twin*. Enter your scooter and our editors may just pick your putt for a bike feature.

You can also win great trophies and cash prizes.

That's not all. Our bike shows will all feature a cavalcade of vendors offering motorcycle accessories, leathers, tattoo artists, a trophy girl competition, live bands (including our headliner the Kentucky Headhunters), Easyriders Roadware fashion show, fun and prizes galore.

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For more information call 800-962-9857.

—Phantom

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BOBBY SANCHEZ AND JIM NASI

Two Men Not Afraid To Be Men

"Yeah, hi, this is [name left out to protect the whipped]. I just wanted to call and tell ya that my wife, who I love very much [voice distant like the caller is speaking to someone away from the phone], isn't that right dear? Um, she says I can't, I mean don't, need a woman posing on my bike to be featured in your magazine. She says I feel very strongly about it. I mean, I *do* feel strongly about this. So, uh, I just wanted to let you know I won't be able to make the photo shoot this week. I hope that doesn't put you in too much of a bind. [Voice lowering like a person speaking to himself] Please. Please kill me. Just take a gun and...[after a shrill noise is heard in the background the caller's voice gets louder] Nothing dear. I'm getting off the phone right now. [Voice lowers again.] Please. Please hurry."

Ah yes, married life: The time in a man's life when all things fall into place. It's a time when, as you watch your blushing little bride float down the aisle, dressed in white—that's a whole different issue—smile on her face with a faint glow about her, as you think about all the great sex you're gonna have all the time and how from this moment on there will be a place for everything and everything will have a place. It also soon becomes the time when you realize how stupid you were



and how whipped you've become. Face it, you know why your little bride (however she's not so little anymore, is she?) was smiling, don't you? Figure it out. She knew, *that night*, your honeymoon, was gonna be the last night she would be giving you a hummer. She knew sex every night of the week now meant, whenever you did all your chores, told her about 1,000 times she didn't look fat, and had spent all day kissing her ass. Oh, everything has a place all right. All her stuff is now in *your* house and all *your* stuff is now...in the damn garage. Isn't it amazing how she loved all your eclectic shit before you said, "I do?" Ah yes, the joys of married life.

Now we aren't saying this is the story of bike owner, Bobby Sanchez (obviously it isn't as he has Twyla, the August Fox Hunt winner, smeared, I mean draped, all

over his bike), but since we didn't have a whole lot of information on Bobby—obviously, though, he's not one of the whipped, pussified, ball-less, married men in today's married society—we'll assume the following: Mr. Sanchez has been riding and been around bikes long enough to know a little about custom bike building. At least he knew enough to have master builder Jim Nasi assemble it for him. And after all, what's really more important? Do ya build it yourself and risk the judgement of millions, or do you enlist the talent and skills of a pro and get accolades and praise for making the right decision? Think for yourself....

If you answered: "build it yourself and get ridiculed," you, my pussified friend, have obviously been married too long. You have grown accustomed to building something, making a decision, being



proud of an achievement—only to have it thrown back in your face and told how wrong and stupid you were. Jim Nasi knows about building custom bikes. As we all know, customized bikes are chick magnets. Jim can testify to this based on all the thanks he receives from all his customers. Ya see, Jim Nasi Customs is located in Scottsdale, Arizona, just on the outskirts of Phoenix. Phoenix, as we also know, has more strip clubs and bars in a 14-mile radius than most states have in their entirety. Why is that important? Because as MEN we are supposed to go out and pick up WOMEN! Not go out and be chained by the scrotum for the rest of whatever. We are supposed to go out, have fun, pick up those of the opposite sex and...have SEX. All the time, not once a month.

Now, if you think we're being a bit bitter or harsh, or you think we do not love

women, you're wrong. We do love women. It's just that we hate all the men who have let their mates hack off their nuts and put them in a jar beside the bed, only to be reattached to lift something heavy or produce a rugrat. Come on men, let us go out and build the bikes we want, ride them whenever we want, and return to the days when being called a man really meant something. Reattach those things that she lets you keep in a jar to gaze upon. Tell her who the boss is. If you build a hot-looking bike and want some gorgeous hard-body posing topless on it...tell her how things are gonna be. Do it now before it's too late and you end up raising a generation of pussified boys afraid to seek adventure. Do NOT fear the divorce. Welcome the freedom. By the way, don't call me when she boots yer ass outta the house after you read this to her, or she reads it first —*Oil Can*







Owner: Bobby Sanchez
City: El Paso, Texas

General

Fabrication: Jim Nasi Customs
Year and make: 2001 Nasi Custom
Model: Special Construction
Assembly: Jim Nasi Customs
Time: 1 year
Chroming: Concourse

Engine

Year and model: 2001 Merch Motor
Rebuilder: Jim Nasi Customs
Ignition: Dyna
Displacement: 120 cubic inches
Lower end: Merch Performance
Balancing: Highway Choppers
Pistons: Merch Performance
Cases: Merch Performance
Heads: Merch Performance
Cam: Andrews
Lifters: JIMS

Carb(s): Mikuni HSR-45
Air Cleaner: Wimmo Machine
Pipes: Jim Nasi Customs

Transmission

Year: 2001 Baker 6-speed
Modifications: none
Shifting: foot
Engine sprocket: 29-tooth
Trans sprocket: belt
Wheel sprocket: 48-tooth

Paint

Molding: Jim Nasi Customs
Painter: Deano's
Color/type: candy purple
Special paint: Deano's

Frame

Year: 2001
Builder: RC Comp
Type: hidden shock
Rake: 38 degrees
Stretch: 2 inches

Suspension: Legends Air
Accessories

Bars: Jim Nasi Customs
Risers: Jim Nasi Customs
Handlebar controls: Performance Machine

Fender(s): Jim Nasi Customs
Headlight: Headwinds
Taillight: Jim Nasi Customs
Speedo: VDO
Dash: none
Pegs: U.M.I. Racing
Electrics: Jim Nasi Customs
Foot controls: U.M.I. Racing
Gas tank: Jim Nasi Customs
Oil tank: Jim Nasi Customs
Oil system: JIMS
Primary cover: Harley-Davidson
Seat: Guy Tienan
Sissybar: none
Mirrors: Paul Yaffe Originals

Grips: Jim Nasi Customs
Forks

Type: 63.5 mm
Extension: none
Builder: American Suspension

Wheels

Front

Type: RC Comp Wicked
Size: 18-inch
Hub: RC Comp
Rim width: 4.25-inch
Tire: Metzeler
Brake: RC Comp

Rear

Type: RC Comp Wicked
Size: 18-inch
Hub: RC Comp
Rim width: 8.5 inches
Tire: Metzeler
Brake: RC Comp
Photos: Paul Martinez

Resolve This

Have you ever made a resolution that you didn't keep? Stupid question, of course you have. Everybody makes New Years resolutions and everybody fails. At midnight on January 1st you vow never to drink again. By one in the morning you're on your third beer of the New Year and wondering how you could have ever thought of giving up something so great. This doesn't make you a weak person, it only means that you really like beer and will never attempt to give it up again. A painful but valuable lesson.

According to statistics, which I just made up this very minute, there are three resolutions that rank above all others. Losing the cigarettes, booze and a whole bunch of weight. These are lofty goals and for

most of us unattainable. You might as well promise to give up spanking your monkey when the ol' lady's in one of her moods. It seems to me that if you're going to make resolutions at all, you'd be smart to consider their difficulty level in order to avoid the embarrassment of failure. Some habits are tough to break and better just left alone.

So this year I'm doing things different. I'm sick of making promises that I can't keep. I'd have a hell of a lot better success rate with my resolutions if I only gave up shit I didn't care about. Or better yet, not engage in certain activities in the first place. So for the record, here's the list of resolutions that I plan to keep this year. Nothing guarantees success like setting your sights low.

I will not covet my neighbor's wife. She's about 70 and from the look of her, she was probably fairly awful even when she was 21.

I will not drink de-alcoholized beer. If all I want to do is piss, I can drink water and save a ton of money.

I will not read the collected works of anyone, unless they write porn.

I won't eat sushi, cabbage rolls, boiled turnips, or any other food that's more disgusting than that stuff you scrape off the inside of an aquarium.

I will no longer buy drinks for strange women. Strange meaning those with three eyes or any extra fingers.

I will not mess with electricity or other potentially dangerous things that I can't see. The smell of burning leg hair is one experience I don't want to repeat any time soon.

I will not describe any man as "The sweetest guy I've ever met," even if he is.

I will quit asking women that I've just met if they will sleep with me. Not that there's anything wrong with being assertive, but it's kind of a sore spot for the wife.

I could go on but I don't want this to get weird. I wouldn't want to start disclosing anything too personal because some of my bad habits aren't considered socially acceptable and could get me arrested. (Hey, if people can't learn to close their curtains when they have sex, they can't blame me

I will never again try to outrun an alien spacecraft until I've made damn sure it's not the police helicopter.

I will attempt not to piss off the wife so bad that she makes me sleep in the back yard. Either that or I'll have to buy a tent.

I will quit collecting my toenails and depositing them in my neighbor's mailbox because, when you think about it, it's kinda weird.

I will wear pants virtually every time I leave the house and will quit eating things that aren't normally considered to be food.

I will quit making up my own statistics, even though I'm accurate within 2 percentage points, 9 times out of 10.

I will strive not to consume so many fatty animals and instead try to eat more lean critters like monkeys and giraffes.

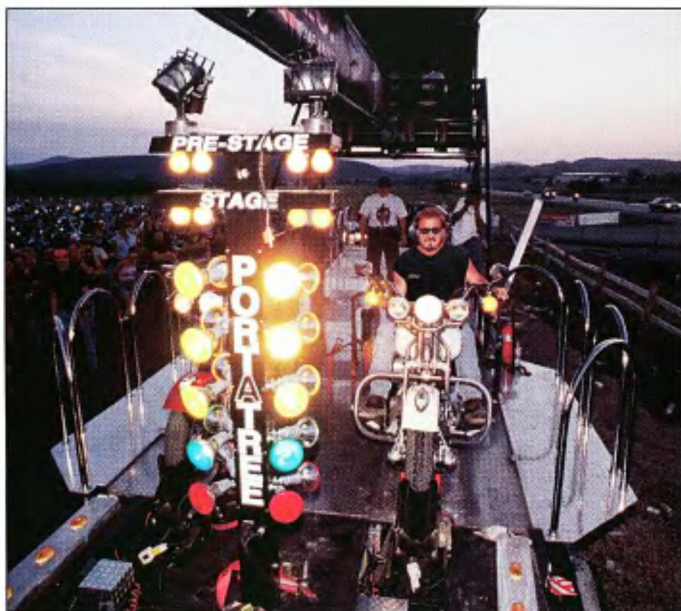
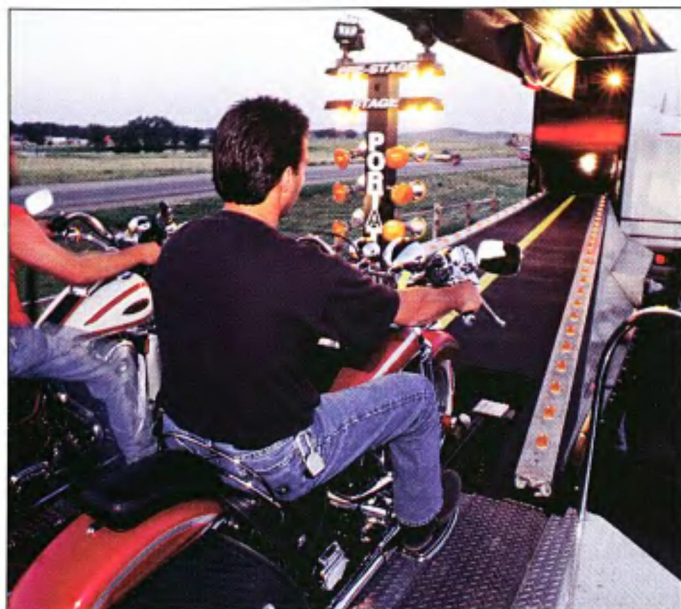
I will give up biting my fingernails, as well as those of sleeping strangers.

I will stop calling my wife "Stella" because it's not her name and it really pisses her off.

for accidentally video taping the action.) Also, I don't want to list anything I have no intention of giving up. I've always found that habits are a lot like women. The bad ones are usually the most fun.

Have a great year.

—Greg White



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Mission to Mexico

THE TRUE MEANING OF THE WORD BRO

**Did ya ever get the urge to just
pack some clothes,
grab some cash, head out on
the bike and experience
everything bein'-on-the-road
has to offer? You always
remember the experiences
you've had on the road which
were traumatic then, but make
you laugh your ass off every
time you tell the story.
This is one of them.
It involves all the elements of
a disaster waiting to happen:
a basket-case shovelhead
chopper, Mexico, Spring
Break, and true friendship.**

Not long after I bought an ol' shovelhead and doing just enough work to ride the living crap outta it, my buddy Shawn called me up and declared we were goin' on a road trip to Ensenada, Mexico, on the bikes. It'd be a great five-day trip, which we probably wouldn't remember, and he'd finally get the chance to try and out ride me. The plan was simple: he'd ride five hours down from Frisco, meet me at my house and we'd ride another three or four hours to San Diego, stopping there and crossing the border in the morning.

I should have known we were going to have a problem when, an hour into the second leg of the trip, my bike started poppin' and wheezin'. Problem? I'd developed a short and then realized—for some odd reason—the points kept needing to be re-gapped every time we stopped. Now, most people would have stopped and figured the trip a loss, but not us. No sir, 12 hours later we proudly limped into San Diego, found a place to crash and waited for another buddy, New York Myke's, shop to open for parts. Did I mention the fact my tool pouch had come loose during all this and Shawn's riding a BMW? Yup, somewhere along the 405 freeway all my tools had figured out this trip was a disaster and had elected to commit suicide. His metric tools weren't all that amused about helpin' out either. Thank God you can gap points with a matchbook cover.

The next morning we somehow managed to pull the bike over to New York Myke's, bribed a mechanic with a case of beer for the parts, labor, and some extra tools, and lit out of California for the splendor of Mexico. You could smell it—cheap beer, tequila, and hundreds of wild women enjoying Spring Break (I don't need to do the math for ya do I?). Before setting out we met some riders from a H.O.G. chapter [*I will not say which one, since the story gets a lot worse and I don't need to embarrass anyone in Chula Vista*]. We found out they were headed to the same spot. Awesome, these guys had three empty trailers just in case. After greasing them up a little, I assured myself we could get the bike at least to Ensenada and back if it broke down. Since most groups like that take forever to get anywhere, I told the chase vehicle drivers the first round in Ensenada was on me, and we tore out of the USA and into the helmet-free third-world of Mexico.

We decided to stay on the toll road, as it would be better maintained and was a straight shot to where we wanted to go. The idea of having a few more bikes in the vicinity was a plus as well. The bet was to race to the checkpoints, I mean toll booths, with the loser paying the toll of 2,000 pesos. I think that was about 60 cents. Shawn was positive I would never be able to catch him and would be paying the tolls all the way. He narrowly beat me to the first one, only because I had stopped to remove my helmet. He decided to pay the toll, however, which gave me a little head start at the gate. He quickly caught and passed me, waving. For some reason he wasn't using all his fingers. As soon as he disappeared over a second hill, about two miles from the tollbooth, my bike lost all power.

I wasn't laughing as I pulled onto the shoulder. On the toll road it's all one way. You actually have to get off the road, pay another toll to turn around, pass where you want to go, turn around, pay the toll and return. So, I wasn't expecting him anytime soon. I had scored some Allen wrenches at San Diego Harley and started looking for the problem. I traced the problem to the primary and started pulling it apart. Did I mention it was like 100 degrees in the shade...and there wasn't any shade? I had blown the belt. Shredded it beyond recognition. I had no way to get this bike moving, nor could I turn around and head back. All I could do was sit and wait it out. Then I heard it.

It's a feeling akin to hearing the cavalry coming. The thunder of the V-twins was getting closer. Hot Damn! Chula Vista [*oops*] H.O.G. to the rescue. With the primary off and bits of belt all over, I began to gather up my tools and get ready to be rescued. Ahh yes, air-conditioned vehicles. Hell, the back of one of the trucks would have been grand. WRONG! One by one, guys, who just an hour or so before had been shakin' my hand, callin' me "bro" and lookin' to party in Mexico, were flyin' by me like I was



"You don't think these shorts make my ass look fat, do you?"

invisible. Never worry, they brought chase trucks. Yup, watched in amazement as they all rolled by as well. Even the rock banging off the back of the tailgate of the last truck wasn't stopping these guys. Thanks, "bro."

Finally, my real brother came back for me laughin' his ass off. We figured to push the bike back to the last toll booth and then down into Rosarito and figure it out from there—in a bar. Not as easy as it may sound. It required pushing my bike uphill leapfrog style. This meant Shawn riding ahead walking back, both of us pushing the bike past his bike, him running back to his scooter, and riding past me. This went on for a little under two miles, uphill in the scorching heat. I finally reached the crest and started coasting downhill to the tollbooth. Did you know that the *Federales* consider a biker traveling in the wrong direction, straight towards them and not stopping when they yell, a threat? Go figure. I did get the idea when they raised their rifles and a couple got down on one knee.

After some discussion and friendly dialog (by the way, never travel to Mexico if you don't speak Spanish and you don't carry a little extra cash) we agreed that I was very wrong and a "special fine" [read: bribe] would be required for me to continue into Rosarito Beach. Get this: I hand *El Jefe* a \$100 and the guy speaks the King's English like a Rhodes Scholar. But wait...that was just to get off the toll road, not to travel down into Rosarito. Once off the road and onto Rosarito proper, we were met by another gang, er, officers who told me of another violation I was committing. We agreed to yet another donation that would get me safely to one of their finest hotels. Shawn and I finally got settled in a room and it was still early.

The decision was made that Shawn would ride back to San Diego, rent a van, and come back to Rosarito in time to hit the nightlife, while I stayed there and kept out of sight of the local law. Although he encountered some trouble getting the van back across the border (more donations) he made it back in time to chill out and drink some cheap beer and tequila. Now after several doses of this combination, we decided to see what the night had to offer. Using the rented van would not go over well, since we didn't want anyone to think we were gonna kidnap 'em. So we decided to take his bike into town. We learned a little later that two drunk guys, riding a BMW together in Mexico, is NOT a chick magnet.

Sun burned, tired, and hungover, we made our way back to the U.S. border the



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next day. After all this, you'd think I'd have my attitude under control, right? Here's another tip: When crossing into the U.S. from Mexico in a rented van (that you're not supposed to take out of the country in the first place), when asked what you are transporting, although it seemed obvious, never answer with, "drugs and aliens!" See, that keeps you in custody for quite a long time and, although you're with your brother, it still doesn't keep him from kicking your ass in the holding cell.

My brother and I never got to try out our Ensenada trip and a chance to be more successful, although we did get a

chance for some other wild times. He passed away last year, victim to some cell-phone-usin', not-payin'-attention, cage driver, who ran him down from behind. Bitter? Bet your ass I am. I pried his BMW logo off his wrecked scooter and carry it with me every time I get on my bike. Sometimes I can still hear him say, "Dude, maybe you could just face the other way, it won't look so bad." Is there a moral to all this? Yes. Live life to its fullest, don't be afraid to take chances, not everyone that rides a bike is your bro, stop for riders in trouble and never forget who your real friends are. Live and ride free.

—Scott McCool



EURO H.O.G. RALLY C'est Manifique!



It was just magnificent. The location of the 11th Annual Saint-Tropez European H.O.G. Rally was perfect. The weather was perfect with blazing sunshine every day, and the organization was perfect too.

The rally was held at the small marina port of Grimaud in the south of France. It spread over 55 acres of a tree-shaded camping and caravan park next to an unspoiled stretch of coastline and sandy





beaches facing the deep blue waters of the Golfe de Saint-Tropez.

This year, May happened to be a busy month for the region with both the International Film Festival at Cannes and a Formula One racing event held in the principality of Monaco soon after.

Saint-Tropez is a delightful, centuries-old port with a very pleasant harbor filled with impressive ocean-going yachts and ships, costing megabucks. Behind the quaint harbor setting, lies a labyrinth of narrow streets lined with numerous cafes, bistros and small shops. High up on a hill overlooking the town is an old fort, which is now a museum. In the surrounding areas overlooking the gulf are rolling, wooded hills draped with grapevines.

Saint-Tropez became a favorite haunt for the rich and famous in the '60s and '70s. Even today, a number of famous personalities still have their homes in the surrounding wooded hills such as Sir Elton John who owns a pink villa. Young stunning babes also made Saint-Tropez a hip place to be seen, by daring to go topless on the nearby sandy beaches.

Thousands of thunder-revving Harley engines from every corner of Europe, along with 9,200 devotees converged on the rally's main entrance causing local weekend traffic to slow to a snail's pace. Miles of tents of all sizes were pitched, with chapters forming their own corner. Flags were raised, and barbecues blazed. Others piled into caravans and chalets. Some headed to the nearby luxury hotels or to a more peaceful place high up in the hills.

Just about every European chapter was represented at the rally. Other chapters not seen in large numbers before were from Australia, Canada, USA and the Middle East. Word on the international circuit has it that the European Rally is a must to see and to participate in. One couple, David and Cheryl Warring of Texas, said, "This rally has an unbelievable atmosphere, to hear the babble of so many different languages, the high-class customized bikes, the wonderful location and the rally being so well organized. Glad we made it here. Back home in the States, the H.O.G. rally is smaller and you don't get that international flavor."

It was a first-time visit for French/Canadian biker, Michel Gelinas of Montreal Province, Quebec. He gave me a similar view on what he thought of the rally and now wants to come to the next one. Michel also said that there were guys here from Vancouver and other parts of Canada and the States.

Australian lass, Jo Hindes from



Photos: Richard Sowerby

Queensland told us it was her first time at the rally too, "This is la creme de la creme. The rally is terrific. I'm already making plans for my next trip here. Back in Australia we do have H.O.G. rallies but nothing as good as this."

It's always nice to see the big guns from Milwaukee who have an interest in us here in Europe and come to join in and share our experiences. The Trier Chapter had the honor of being photographed with Willie G. Davidson and his wife, Nancy. The Trier director, David Hayes, is a Master Sgt. of the U.S. Army based in Germany. He told us, "I have been to these rallies since '97, and this rally has been great. See, the thing about Harley-Davidson is, everyone mixes in and devotes themselves to Harley regardless of what is going on in the outside world."

To bring that little extra color into the rally there was a certain amount of English eccentricity. Two members of the Chilterns Hills Chapter, dressed as Batman and Robin, performed some amazing stunts by riding around the roundabout on their bike and sidecar on two wheels much to the amusement of the crowds and local traffic police.

The ride-in bike show was held in the picturesque hilltop village of Grimaud and its ruined castle. The village was heaving with bikers and visitors alike as they wandered around admiring the customized bikes in the tiny square shaded by trees against the heat of the afternoon sun. The local old folks came out of their closets with their walking sticks to admire the bikes as well. I later took a short ride with Sedrick Mitchell and a small group of French bikers to the nearby 11th century castle that had seen the darkest period of French history and was partly destroyed during the French Revolution in the 17th century.

The Rally's Chapter Challenge, is always a prestigious event. The winners were:

- 1st place:** Surrey Chapter, UK
2nd place: Alsace Chapter, France
3rd place: Thames Valley Chapter, UK

The rally had a full program including stunt riding, which attracted large crowds. The beach barbecue party on Saturday evening served 3,000 meals and everyone sat around on the beach in the warmth of the evening sun. In the H.O.G. village, there were many vendor stands. For the first time, there was a large marquee displaying the latest bikes and a vast array of accessories. There were demo rides, keeping Buell very busy. On Saturday night, bands such as Quill and

Chico and The Gypsies (founders of the Gypsy Kings) performed on stage right on the beach. At precisely 1 a.m. on Sunday morning, there was a truly spectacular fireworks display.

For something a little different, there were the boat shuttle crossings from the rally site to Saint-Tropez, as well as some interesting tours that wended through many villages such as Gassin and Ramatuelle; places that capture the artist's and photographer's eye. It's also fun to visit the many vineyards such as Chateau Minuty, Domaine de la Rouillere and Les Maitres Vignerons, where you can visit the cool, dark wine cellars.

Some of us wanted to go further afield to see Cannes and Monte Carlo. This took a day of wonderful scenic riding along the coast. I rode pillion with Joss Obertin from Luxembourg, while Dirk Meyer of Germany accompanied us on his own bike. On reaching Cannes, the traffic was completely jammed. Seeing that the traffic police were only letting members of the media through freely, I produced my press pass and we were waved through.

Cannes was in full swing. Whenever a



group of Harley riders rode along *L'Avenue des Stars* next to the beach and close to the famous Cannes Casino, the loud thundering engines presented problems for those TV crews trying their best to interview some wannabe starlets.

The next ride I took was in the parade on the final day of the rally. I hitched a lift with Georg Mathys of Bern in Switzerland. The parade ride of 4,500 bikes took the 10-mile route through wine-growing country, bypassing the narrow village streets. The local Police cleared every road ahead for us. Local traffic was at a standstill for miles around. We were enjoying the ride with loads of folks waving us on until we reached St-Tropez where its petite harbor front soon became clogged with the masses.

This was one event that I heartily recommend. It also makes for a very memorable vacation too.

—Richard Sowersby

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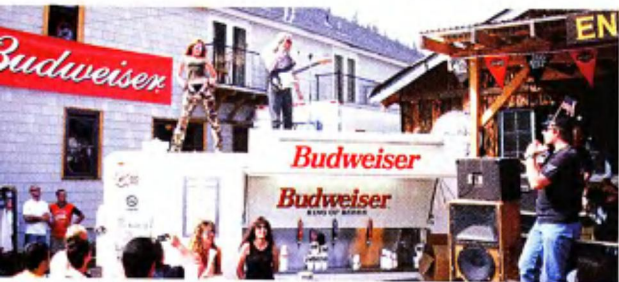
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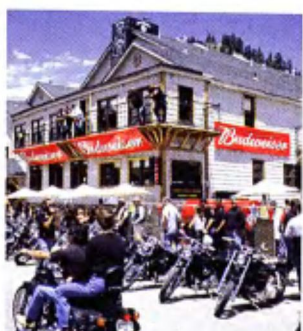


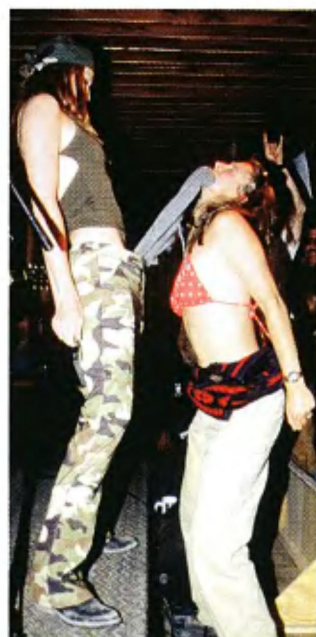
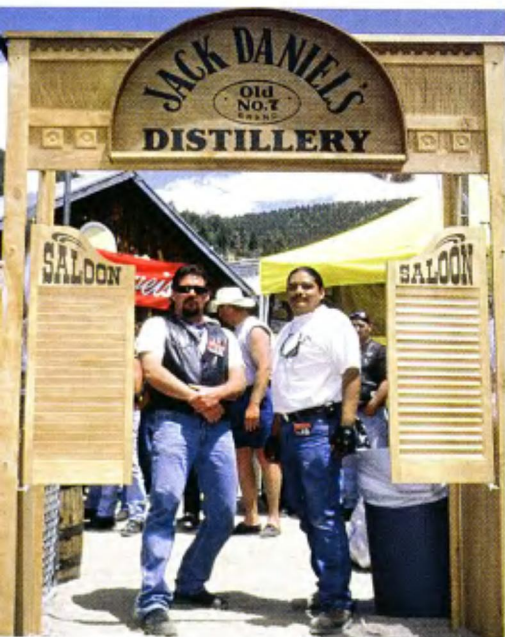
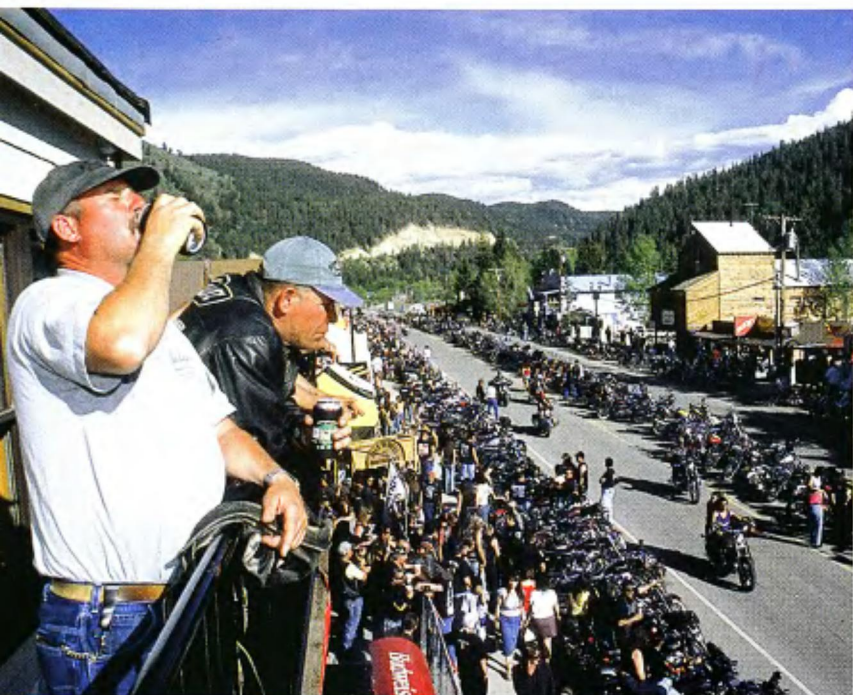
Get Your Knees In The Breeze At The Red River Run



My nipples were getting hard just thinking of the cute little town tucked away in the northern mountains of New Mexico. This picturesque little place is the front line for my favorite Memorial Day weekend bash, and my fun-lovin' ass wouldn't miss it for all the world. This is a weekend in a place, where a girl can really let

her top down and see who salutes. But never far from my thoughts is always the fact that Memorial Day weekend is a time we all pay our respects to the men and women who fought for our freedom to fuck, fish, fight, party all night, or whatever the hell else we as freedom lovin' Americans might want to do.







Friday...

After a week and a half on the road my photog and I arrived early Friday afternoon and checked into our room at the newly remodeled, Lodge at Red River. The Lodge is the center of the party. In fact, the *Easyriders* crew stays there every year. This year Steve and Priscilla, owners of the Lodge, had created a new attraction to add to the fun. Balconies, balconies, balconies! They built balconies off each outside room of the lodge, with one long one on the second story overlooking Main Street and The Bull O' The Woods Saloon. They gave us a great room, which included a balcony overlooking the outside stage of the Motherlode Saloon.

In November I had been to a bike rally in New Orleans where balconies were put to real good use, as revelers tossed out beads to the crowds in a symbolic gesture of carnival merrymaking. So, to me, it seemed like Mardi Gras in May at Red River, and the possibilities were endless.

After settling in, we took a stroll down the street to Brandenburg Park in the center of town. The Chamber of Commerce sponsored games, concerts and contests such as, the oldest Red River T-shirt, the furthest distance ridden to the rally (without a trailer) and longest mustache. There were plenty of vendors and even one of those slingshot-bungee contraptions if you were game. There were bike and merchandise giveaways, and tattoo contests, while the smell of barbecue filled the mountain air.

Friday evening was spent partying and getting re-acquainted with old friends and running from balcony to balcony at the Lodge flashing a little T&A to get the party started. All up and down Main Street, hotels and lodges boasted balconies and I vowed that by the end of the weekend, everyone would know how to use 'em.

Saturday...

Saturday at high noon, everyone was amazed at the iron that came out of the mountains for the bike show. The Motherlode Saloon, Jack Daniels, Jose Cuervo and Camel cigarettes sponsored the event. The winners received cold hard cash and subscriptions to *Easyriders*, *In The Wind* and *BIKER* magazines.

After all the awards had been given to the bike show winners, Mark Drummond, local business owner, presented a plaque of appreciation for *Easyriders* from the town of Red River. The plaque was for supporting the rally for the past several years and helping it to grow.

By Saturday afternoon bikes of every description lined Main Street as far as the eye could see, while hotels and campsites were full up to 140 miles away. The Bud truck parked beside the stage at the Motherlode Saloon made for a great photo opportunity with Otis Watkins, who had climbed up on it and was stroking his guitar and belting out blues. Otis invited me to join him in his jam session and I could hardly resist. I hopped up on stage, then climbed up on the truck with Otis. I delighted in dancing, teasing and tormenting the crowd and especially the police below.

I made eye contact with a Farmington officer who was enjoying the show, but kept shaking his head from side to side and tapping his handcuffs. My photog was nervously clicking away and passing a hat, probably for bail, but I knew that as long as I showed no nipple I would stay out of the pokie. Later on that day I was deputized with a small gold badge by the same officer as a thank you for not being a royal pain in his ass.

On Saturday evening the line was so long to get into the bars, that I had to slip in through the window of The Motherlode just to get inside so I could get on stage and give away goodies to all the bad boys and girls. Once inside, I ran into Brina, a totally hot brunette from Denver that I've partied with now for three years in a row. She and her old man Tony brought a handful of their very good-looking friends to the rally this year and I could tell it was gonna be a late night.

Sunday...

Sunday morning I ran into Brina and her crew surveying the vendors and invited all the women to come and hang out on the front balcony at The Lodge. They were a vision of beauty with tight tops hugging big racks. After getting the town and cops riled up again, I asked the ladies if they'd like to hook up after dinner and pose on their old man's testosterone, I mean, nitrous-injected Bourget bikes. They agreed, as long as I promised to join them for a hot-tub party at their hotel afterwards. Poor me.

As expected, once the ladies straddled the iron on the side of the street, men came out from every direction to get a better view of the sweeties. It only took about 15 minutes before traffic was at a standstill and a couple "Mounties" came to break it up. What a great show it was while it lasted.

Soon after arriving at the Ski View Hotel everyone changed into their suits, grabbed a cold 12 pack, and ambushed





the blue hairs in the hot tub. Sixteen bodies poured into this small square body of water, (shaken, not stirred) and got better acquainted. It was Tony's birthday and in honor, all the guys took off their old lady's bikini tops and placed them on the birthday boy's head. Tony stood up, almost fell out, then spun around in the middle of the hot tub displaying his trophies. One of the girls de-pantsed him and he fell in his buddies lap. The drunken bikini dance was repeated again and all the gals' bottoms were added to Tony, the whirling bikini Christmas tree. We got pictures of everything from toe sucking, to beaver dunking to add to our twisted personal photo albums. (You guys get the mild stuff.)

Memorial Day...

On Memorial Day, the Vietnam Veterans National Memorial was once again the center of attention for thousands of vets and civilians for a ceremony. The Vietnam Veterans of America, Chapter 318, hoisted a 30-by-50-foot U.S. Flag that was marched from the intersection of Hwy 434 and 64 to the War Memorial. Anyone who had the desire to join in and help carry the flag was more than welcome. Along with the jet and Huey flyovers, 21-gun salute, posting and retiring of colors, Adrian Cronauer, the military broadcaster featured in the movie *Good Morning Vietnam*, delivered an inspiring keynote speech.

A retired Colonel over at the hardware store named Ben, showed his gratitude on this day by having a table set up with paper, pen, empty glass, and a bottle of wine in honor of the POW/MIA yet to return.

"Rain" River (as it's been called) was just a myth this year, because not a drop of rain fell until all the festivities had ended. We were blessed with beautiful blue skies and temperatures in the 80s the entire Memorial Day weekend. With the biggest crowd yet, some 20,000-plus, one traffic-related death, and a handful of minor arrests, this was the biggest, best, and most trouble-free Red River Run to date.

Thanks to all the folks of Red River for making us feel so welcome, and to Priscilla and Steve at The Lodge for the best room in the house; Charlie and staff at the Bull O' The Woods for making sure we had our share of booze and flesh; the police departments for being such good sports; Mark Drummond and the Chamber of Commerce for the thoughtful plaques and hospitality; and of course to the clubs for taking care of their own. As you're packing your bags to head for this fun-loving rally next year, please don't forget the beads.

—Natasha Blake

POLITICALLY INCORRECT

AND 100% AMERICAN BIKER!

Once again, a mad man from the mid-east appears out of the desert to drag our country into camel shit! This deranged Q-Tip thinks of our United States as a haven of evil governed by the son of the devil, and figures dying a martyr's death will bring him and his followers "closer to god." Well, we've got news for ya, you skinny-assed geek, you have awakened the sleeping giant and it's time to prepare for a proper stompin'!

This time it's personal. For the first time in American history, our shores have been invaded, our airplanes have been hijacked, our buildings destroyed and thousands of innocent civilian men, women, and children have been killed. Why not show the world how you feel with the world's most politically-incorrect T-shirt! (Hey, this ain't Ladies Home Journal!) The American biker is the last holdout of the frontier spirit in this great land, and we're not afraid to tell it like it is.



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"I'm no expert at body language, but I get the impression you're coming on to me."

Thank A Woman For Your Own Good

Even though I like to poke fun at women, so to speak, I want to point something out. I like women. My wife is a woman, as is my mother. I also have a daughter who is on her way to womanhood, and even though the thought of her ending up with a man like me is enough to make me want to ride my Harley into the back of a fuel truck, I know that growing up is a natural part of life. She will be a woman someday, so I can't stress strongly enough that women are all right with me.

Were it not for women the world would be a much different place. Without women to impress I don't think men would get a lot done. We'd all just sort of hang around under bridges and other shady places waiting for something edible to crawl into our reach. And we wouldn't care because we'd have no incentive. Most of what men do is done to live up to what our women demand.

I'm very lucky because my wife is basically not a very demanding person. With the lifestyle my income is able to provide, this is a good thing. Were she demanding she would have long ago sought the company of a man who can actually pay the rent and buy groceries in the same month. Instead she's stuck with me much the way a misguided child might attach herself to a retarded house cat. A sense of obligation can be a wonderful thing.

But back to my original point, I like women and I'm thankful for all their contributions. Like cars, for example.

You may not know it but cars are strictly a result of the female presence in society. A man might have invented the automobile, but you can bet it was done as a means to pick up chicks. It's hard to impress a woman with a horse and buggy, what with the horse dropping road apples and freaking out every time it sees a snake, so men had to figure out a way to detach the quadruped from the equation. Thus the internal combustion engine was born. The fact that the car turned out to be an effective way to get from place to place was just a bonus which we never would have discovered had we not been out cruising for girls (and trying to get them into the back seat).

The kitchen dishwasher is also female in origin. Men, left on their own, would never think of washing a dish. We'd just use the same one until it became so caked with fungus that we couldn't comfortably lift it, at which time we would throw it away. When we ran out of dishes we'd eat right out of the can, which is actually more efficient anyway. But women don't care for efficient as much as they do for sanitary, so the dishes must be done. Being that it's easier to light an ice cube on fire than to get

a male to help with dishes, some man took the bull by the horns and came up with the dishwasher, which, it turned out, is also great for washing greasy tools, dentures and interesting things you find on the street but can't quite identify.

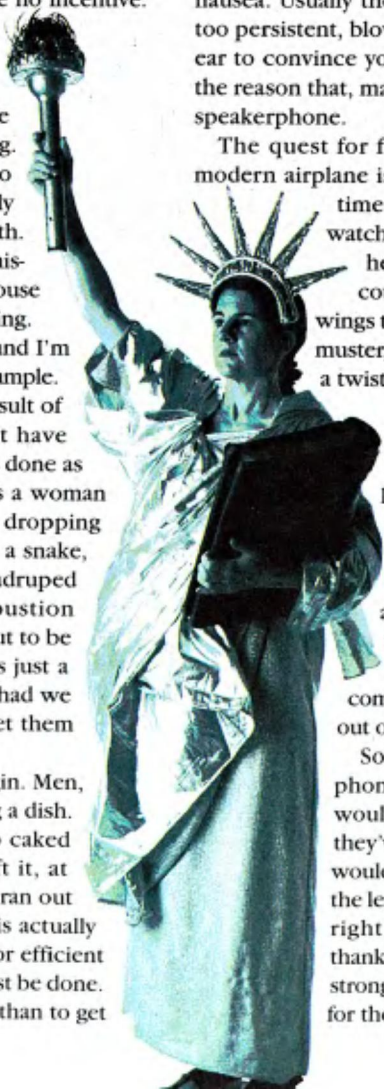
And while you're in the kitchen you might notice another device that came about as a result of women: The telephone.

Nobody would argue that Alexander Graham Bell was a genius, but few people realize that he invented the phone as a means to ask women out and not have to deal with rejection face to face. There's no arguing that it's easier to pursue a date over the phone. You can do it in your underwear and you don't have to worry about your breath. You also don't have to watch as the woman rolls her eyes and fights back waves of nausea. Usually they'll just hang up, or if you've been a little too persistent, blow one of those freaky loud whistles in your ear to convince you not to call again. The risk of deafness is the reason that, many years later, a different man invented the speakerphone.

The quest for flight and eventually the creation of the modern airplane is also largely due to women. A long, long time ago a young man sat on the side of a hill watching birds dance in the air and decided that he would be able to get laid a lot if only he could fly. So he glued some crude, homemade wings to his back and with all the courage he could muster, threw himself off a cliff and promptly fell to a twisted and horrific death.

Hundreds of years later, having decided that fixing bicycles was a pretty geeky way to make a living and would never get them laid, the Wright brothers made a failed attempt to kill themselves and accidentally invented the first airplane. In the years since we've seen the creation of commercial aircraft, the jet engine and most importantly, the mile-high club, which all goes to prove that there is no challenge a man can't overcome if it means he might be able to get a woman out of her pants.

So the next time you fly, drive, talk on the phone, or eat off a fungus-free plate, I think it would be a nice idea to thank a woman for all they've made possible. Without them a man's life would be as pointless as non-slip ceiling tiles, so the least they deserve is a little gratitude. Just walk right up to the next woman you see and say thanks, but be sure not to get too close. I've got a strong suspicion that women are also responsible for the creation of pepper spray. —Greg White



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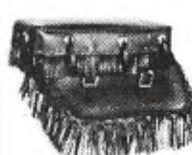
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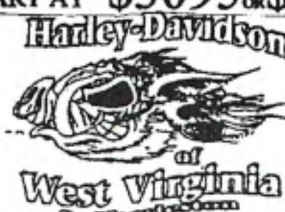
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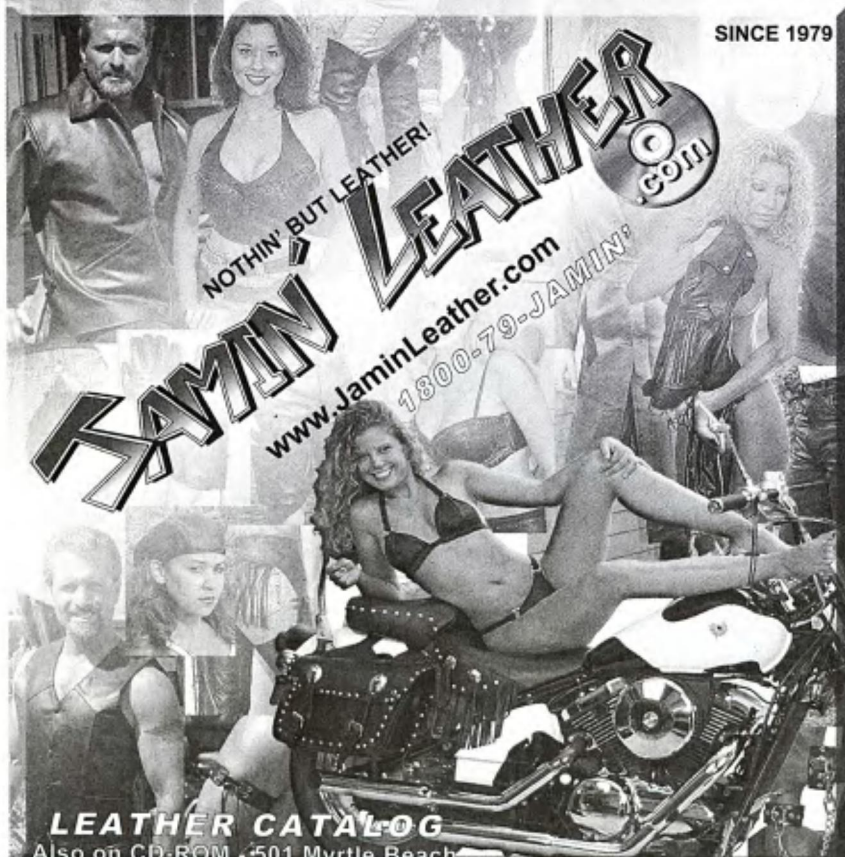
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ADVERTISERS INDEX

AMERIMED INDUSTRIES	123
AMP RESEARCH	122
BAILEY AND ASSOCIATES. . .	123
BARNETT H-D	125
BRITISH CYCLE SUPPLY	122
CDL	125
DRAG SPECIALTIES.	123
FLAMEWEAR.	122
H-D OF WEST VIRGINIA. . . .	122
HEADWINDS	124
HOWARD'S HORNS.	122
IRON BAGS.	122
JAMIN' LEATHER.	123
LBV ENGINEERING	124
LEONARD MAGGIORE	124
MOTO-ARTS	125
MR. B'S LIFESTYLE	122
NASTY BITCH.	124
PAC-KIT SADDLEBAG	122
PACIFIC H-D	122
PHD	124
SPEED & SPORT CHROME . .	123
SUPERIOR PARTS	123
TATTOO PARADISE.	122
UNIV. OF WISCONSIN PRESS	123

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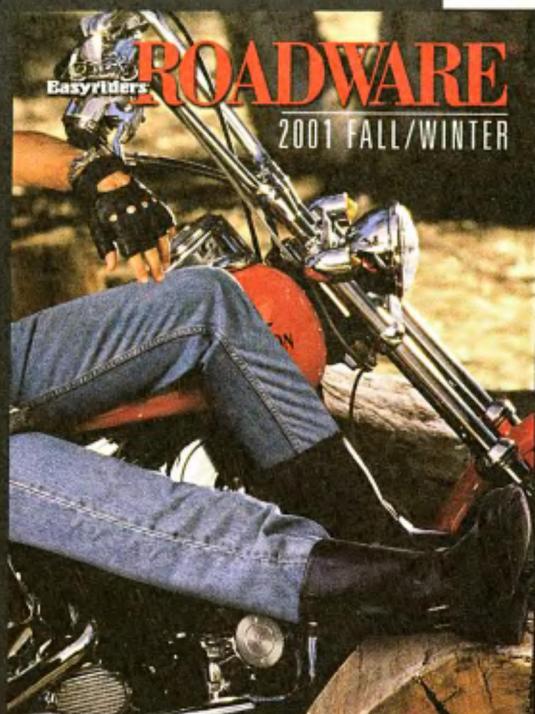
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TechTips

Super Sidewinder Engine Kits and Carburetor for Twin Cams. The Good Keeps Getting Better

The year 2002 is knocking at our door, Harley-Davidson has finally unveiled their water-cooled V-Rod powerhouse, and the Twin Cam engine is now all grown up, it no longer needs to be referred to as the "New Engine". In fact the Twin Cam is hotter than ever, as some Harley riders have logged enough miles on their trusty motor to call for a little rebuild. Those riders have enjoyed the Twin Cam's reliability over the thousands of trouble-free miles and may feel ready for a little—or a big—performance upgrade.

Whether they plan to slightly beef up their scooter, looking for a sensible power upgrade, or they want the eyeball-popping acceleration of a stroked-out motor, S&S can scratch their itch.

For starters you may want to just get a new carburetor. That's always an easy upgrade—which's how most people get their boot into the door of the wonderful world of performance modifications.

So what better way to improve your Twin Cam's performance and looks than an S&S carburetor? A Super E "Shorty" carb delivered a 7.8 horsepower gain on the firm's 1999 FXD test bike, with no other changes, and low-restriction mufflers added another 5 horsepower. Delivering convenience as well as performance and looks, S&S Shorties feature an adjustable accelerator pump and starting enrichener, simple 2-circuit jetting, and the world-famous teardrop air cleaner.

If you're feeling a bit more frisky, you're going to have to learn the golden rule of performance: "Bigger is better." S&S can help you there, as a longtime proponent of that philosophy. They can increase your Twin Cam's displacement to 95, 100, 107, or even 116 cubic inches. To do so, S&S offers complete upgrade kits that have been carefully designed for trouble-free operation, and include everything the engine builder needs to make any Twin Cam engine roar with power.

The baseline 95-inch kit includes 3 7/8-inch big-bore pistons, a Super G carb kit, and a gear drive conversion, complete with a pair of new cams (see *Easyrider's* issue No. 341 for more details

on the cam gear drive). The 95-inch kit is a direct bolt on and does not require any machine work. The conversion can be performed while the motor is still in the frame.

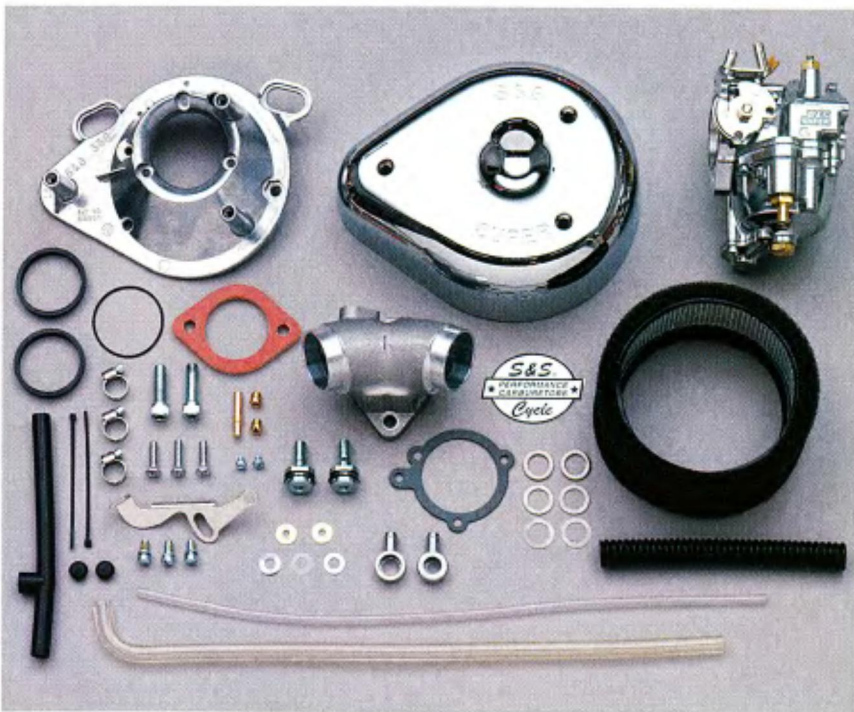
The 100-inch kit is similar to the 95-inch, but includes 4-inch pistons and the requisite 4-inch bore cylinders, and you will need to pull the cases out and relieve them to accept the 4-inch cylinders. S&S can handle this minor operation upon request. Simply ship your motor to them; this will guarantee flawless machine work and assembly.

Step up to the 107- and 116-inch kits

and you also get a dynamically balanced flywheel assembly with S&S's 1.5-inch press-in crankpin, hardened mainshafts, and forged steel connecting rods. The flywheel assembly on the 107- and 116-inch kits is of course balanced according to rod and piston weight for optimum performance and reliability. The 107-inch features a 4-inch bore and 4 1/4-inch stroke, while the 116-inch motor has a 4-inch bore and 4 5/8-inch stroke.

Call S&S at 608-627-1497 or log on to www.sscycle.com for more information.

—Lafayette



Photos: courtesy of S&S Cycle

TechTips

Bike Building 101 Tanks and Fenders

Good morning class. As you can see, the bike looks a lot different from the last session we had, so let me bring you up to speed. After installing the suspension system, I needed to make room on my lift for another bike and the only way to do that was to make this a rolling chassis. After contacting several more folks regarding components, I settled on Black Bike for the wheels and Denver's Choppers for the front end.

Since you can't just slap together a job like this (well you can but you shouldn't), many drawings were made as to what style of chopper to build. When the drawing was sent to Mondo at Denver's, he called back, very excited, saying: "I've decided to build wide springer front ends, never done 'em before, and you guys can be my guinea pig." He asked about the color and hung up. A few weeks later, I was picking up a wide springer, 10 inches over, in black powdercoat. Deciding to stay with a black theme, Black Bike specially laced up two wheels to fit a 180/16 rear and a 130/18 in the front. The next big project was the tank and fenders.

In checking out several back issues of



Think it'll hold gas?

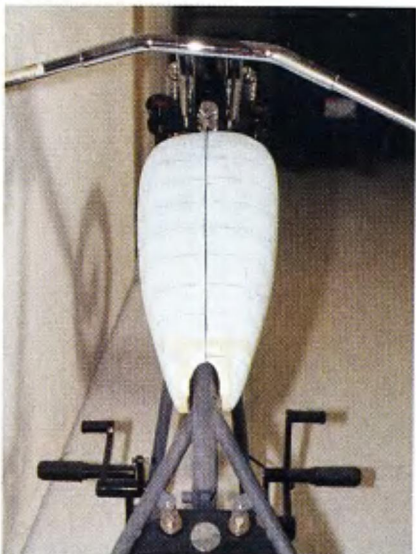


Photo 1—Foam mockup of gas tank.



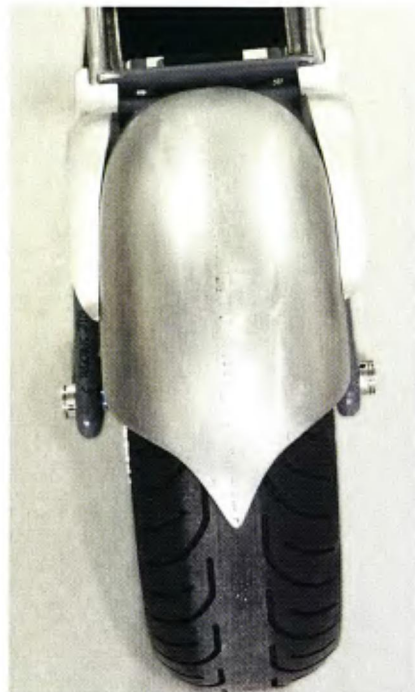
Photo 2—Built just like the old Viking ships.



Actual American workmanship.



Exile Cycle's Trojan spinning after some Creative (get it, creative?) work. Check out that awesome front end from Denver's!



Creative's translation of Exile's fender.

this magazine and attending several different bike shows from all over, I contacted the guys at Creative Concepts in Santa Rosa, California, and sent them the drawings. Zane Cullen and Dennis Hartwig are well-known in the NorCal area—and gaining some very high praise nationally—for their outstanding sheet-metal work and fabrication of both motorcycles and hot rods. After hammering out the specifics, I got a good deal as long as they had the OK to apply their creative talents to my drawings and could also do the paint work when it was ready. Although it meant a lot of traveling on my part, the decision was a no-brainer.

Using a gas tank off a '90-something Sporty as a guide, I contacted Russell Mitchell at Exile Cycles for their Builder's Trojan rear fender. "Ya know, I don't have any of those made up," he began, "how about I set ya up with a spinning instead?" Even better, because now Creative can be as creative as they wanna be. Russell was nice enough to throw in a set of his forward controls as well. And with that, we assembled a rolling chassis. Since we aren't lining anything up right yet, it was imperative to make sure the wheel sat in the middle of the frame. **VERY IMPORTANT NOTE:** Make sure you measure precisely! Otherwise you're gonna screw everything up. I had an old set of apehangers lying around the shop and made some temporary spacers out of them and set the wheel.

The guys at Creative were then set

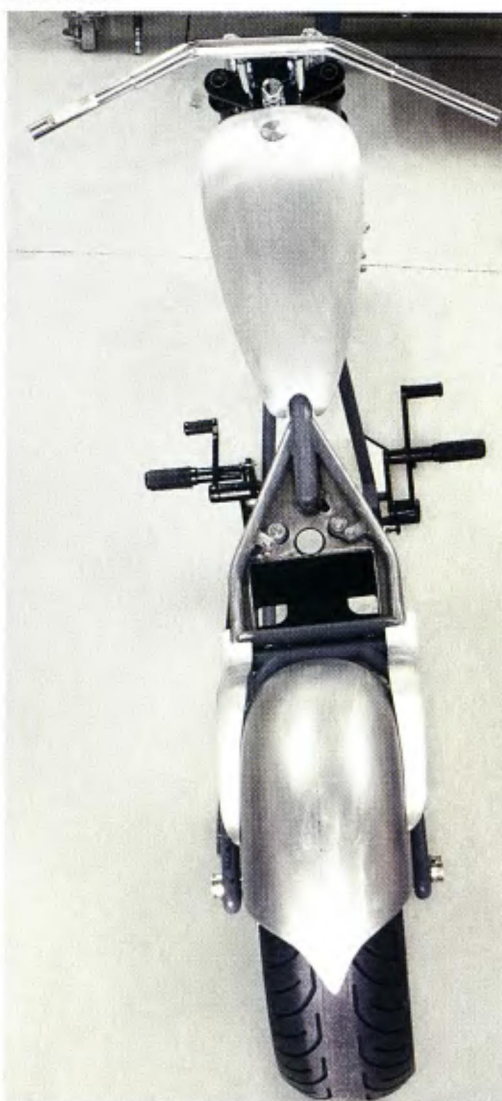


Photo 3—Here's a look at Michael's fabulous fender struts.

loose. First, a foam mockup of the tank was made [Photo 1] because we decided on a stretched version of the drawing. When that was shaped and completed, the team at Creative (all 12 guys will eventually have their hands on this project), built a wood chuck of the tank [Photo 2] to mold the aluminum over, for virtually, a 1-piece tank. The team expertly crafted a tunnel in the tank so it rests on the frame and then set out fabricating all the hidden hardware and accessories, like the ultra-cool gas cap



Creative cleaned up the battery box area.



Everything must have a specific contoured look

from Hot Match Custom Cycles, in Orange, California [Photo 4].

The rear fender presented a problem. Being a little wider and "beefier" than other fenders (those guys at Exile gotta have everything bigger), we weren't able to utilize the struts that Xtreme had provided. Michael Schulz, of Modern Machine and Tool, a top-notch lathe and millwork specialist in Santa Rosa, was called in to fab out these tough-looking struts from one big-ass piece of aluminum. Michael followed the same design Creative established and really made the struts flow with the bike. Pictures do not do these things real justice. You need quality lathe and mill work done? Call Michael. [Photo 3]

Once the final touches were placed on the fender and tanks, Creative placed some markings on the fenders, as I still need to notch out some room for the chain drive, and we still need to install the belt drive. All of that means more changes to the rear fender. For now it's time to head back to SoCal and get to work.

—Gearhead



Here's a close up, since you'll only see this when ya go to fill up the tank!



Given a drawing and a green light, here is what the Crew at Creative felt best fit the project. Now for a drive train.



Flush mounted is the only way to go.



Photo 4—one trick gas cap.

Source

Creative Concepts

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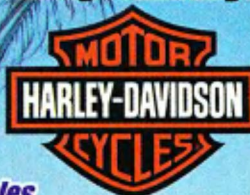
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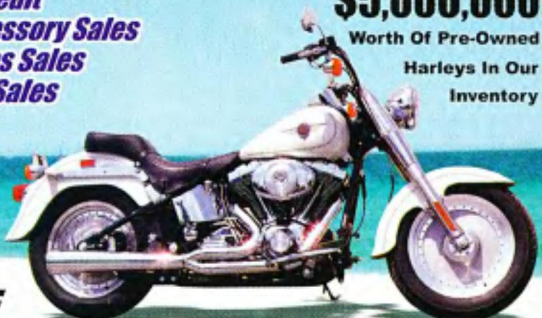
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Gettin' Tired

In order to give you a basic overview of what's available in the tire market these days for your favorite V-twin, we've put together this nifty little tire guide. There are lots of manufacturers out there, each manufacturing dozens of tire types (and sizes) for all kinds of applications, from off-roading to long-distance touring, from racing to easy cruising and profiling. We are mainly concerned with the V-twin cruiser markets, but even here exists an amazing and sometimes confusing array of different tires. By the way, replacing your tire should always be done with the motorcycle manufacturer's specs in mind and/or with the approved recommendations of a tire manufacturer.

You might also think about whether you want bias-ply or radial tires on your scooter, as they have significantly different dynamic properties. They deflect differently, create different cornering forces, have different damping characteristics, just to name a few of those properties. In order for radial tires to be

introduced into the two-wheel market, it was necessary to change certain characteristics of the motorcycle.

The introduction of the radial tire led to such things as modified frames, new steering geometrics and suspensions. Therefore, it is recommended that a motorcycle be used with the type of tire construction that it came with originally. For instance, some manufacturers don't recommend any radial tires at all for stock Harleys unless they're Buells.

To quote from some of the tire manufacturers: Do not, above all, mix bias-ply and radial tires on the same motorcycle unless it is with the approval of the motorcycle or tire manufacturer.

If you have an owner's manual for your bike, refer to it. It will include the original sizes and type of tire, and in some cases, an alternative will also be mentioned. In the case of aftermarket tires, all reputable tire manufacturers have their own lists of approved tires for most motorcycle makes.

—Red Baron

Avon Tyres

E. G. Browne and J. C. Margetson started the company in 1885, making rubber products. Then in 1901, even though there were fewer than 50 cars in all of England, they decided to start a pneumatic tire shop—and they haven't stopped rolling them out since. This is the company whose tires are original equipment on Rolls-Royce cars, so you know you're in good hands with Avon, even if your ride isn't quite as expensive.

More info on these rubbers can be had by dialing (800) 624-7470, or by surfing on over to www.avontyres.com.

AM22/AM23



Recognizing the special needs of the American custom bike, the folks at Avon have come up with some 16- and 18-inch tires featuring high adhesion rubber compounds, which, however, tend to sacrifice tread life in exchange for performance. If tread life is a concern, consider Super Venom, Roadrunner, or Elan II. These high-performance, Kevlar-belted tires are often the "ultra-custom" choice of the top designers who create the radical custom

Harleys of the new millennium. Avon does not, however, recommend this tire for standard motorcycles without modification. If this tire is used, extensive testing for handling and tire clearance should be conducted by a qualified service technician on the modified/customized motorcycle before riding it on the street. Never use a radial tire with the AM22 or AM23.



Speedmaster MKII

The classic rib-type front tire, which complements the SM MKII rear tire.



Azaro Supersport

Its bigger footprint at higher lean angles delivers an improved grip and the more durable compound seems to maintain an optimum performance temperature for maximum grip. New VBD construction gives improved stability at high speeds.

Azaro II

Its new, arched profile gives the Azaro faster steering response, and its longer life compound improves mileage. New advanced VBD (Variable Belt Density) technology gives improved grip and enhanced high-speed stability. Its tougher construction improves resistance to punctures and gives it a higher load-bearing capability.





Roadrunner

This standard all-weather cruising and high-mileage touring tire's bias 4-ply nylon offers solid tracking and great responsiveness. Roadrunners can be used as a pair, or intermixed with other front or rear premium tires (bias or cross-ply) for excellent all-around performance. Its super-strong, pre-stressed casing ensures excellent ride comfort and stability.



Super Venom

This V-rated tire is designed to perform at speeds up to 150 mph. Its computer-designed tread offers nearly the same tread depths as that can be found on other brands of H-rated touring tires. The design also reduces distortion and heat build-up, keeping more rubber on the road for superior all-weather control. Avon's long-lasting rubber compound delivers positive grip, precise control, high adhesion and extra bite in the corners; its 150/80 V16 is a favorite among custom designers, but requires extensive modifications to the motorcycle, and is therefore not recommended as a stock replacement tire. Excellent grip delivered by scientifically stressed casing plus advanced tread compound. Race-bred contour ensures a large footprint at all angles. This AM20 has the same tread pattern as Roadrunner AM20. The AM18 has a wide contact patch for better handling and ride at higher lean angles for the aggressive rider.



Venom

The Venom series' unique sequential pattern will produce a quiet ride, and low rolling resistance, cooler running, and high mileage. The special sidewall treatment features a unique snake's head, as well as both narrow and wide whitewall options. Multiarc tread contour gives light, neutral turn-in and cornering ability.

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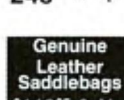


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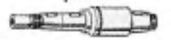


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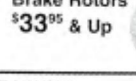
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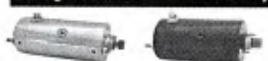


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Bridgestone/Firestone

Making tires since 1900 and 1931 respectively, the American Firestone and the Japanese Bridgestone companies became one when Bridgestone purchased Firestone in 1988. Despite the fact that the company has severed its 95-year-old Firestone ties with Ford Automobile Co., we still think their motorcycle tires are pretty good. Bridgestone/Firestone uses the Comprehensive Tire Design Method (CTDM), a unique Computer Aided Design software used to input the various operating demands and conditions for a specific tire design and function. The program projects a number of mathematical simulations until optimum parameters are reached.

Call 'em at (800) 543-7522, or view their Web site at www.bridgestone-firestone.com



MCR Exedra G701

Bridgestone/Firestone designed and developed several tires specifically for cruiser motorcycles, some of which are original equipment on several Japanese cruisers, such as the Kawasaki Vulcan, the Yamaha Road Star, and the Honda Shadow. The Exedra R701 is O.E. on the Honda Valkyrie, but each of these tire models claims the same features as the VT-01 series: uni-directional pattern for reliable performance on dry and wet surfaces and tread compound blended to maximize both traction and mileage.



VT-01F

Designed and developed specifically for American motorcycling, the VT-01 bias-ply series features dry traction and high mileage, and excellent wet traction through a uni-directional pattern for reliable performance on dry and wet surfaces. Three nylon body plies promote responsive steering and stability during cornering maneuvers. These tires are tubeless, although with tube-type rims, tubes must be used. The VT-01 tire comes in various sizes to accommodate your motorcycling needs.

Continental Tires

The Continental Tire Company was founded in Hanover as a joint stock venture in 1871. Among their early products were soft rubber products, rubberized fabrics, solid tires for carriages and bicycles. In fact, Continental was the first German company to manufacture bicycle tires in 1892, and in 1900, the first German airship LZ 1 used Continental's balloon material to seal the gasbags. Motorcycle tires are only a small part of the company's output these days, yet they do supply specifically the Harley and cruiser market.

For more info, call (614) 855-6960 or check the company's main Web site at www.conti.de (it's in English, too).



TK 16/17

This rigid-breaker tire is especially designed for heavy touring bikes. Featuring tough tread compound and deep tread pattern, this tire delivers excellent mileage, lots of performance, and good handling characteristics.



TK 22 RC/44 RC

Offering high mileage, even under sport conditions, this tire features good wet-grip properties and a high ratio of positive tread elements in the ground contact area to give it a long service life.

New Conti Force Radial

This Z-rated high-performance street radial features an advanced Kevlar belt construction for strength, reduced weight, and better high-speed stability, plus light, responsive steering with superior control and feedback when cornering. It's extremely stable under severe braking, and its reinforced carcass delivers very direct acceleration. Use of the latest silica compound technology yields quick warm-up time for exceptional performance even in less than perfect conditions. It also features unmatched wet-grip, consistent grip at very high temps, and good grip at maximum lean angles. It's an excellent choice for year-round riders.



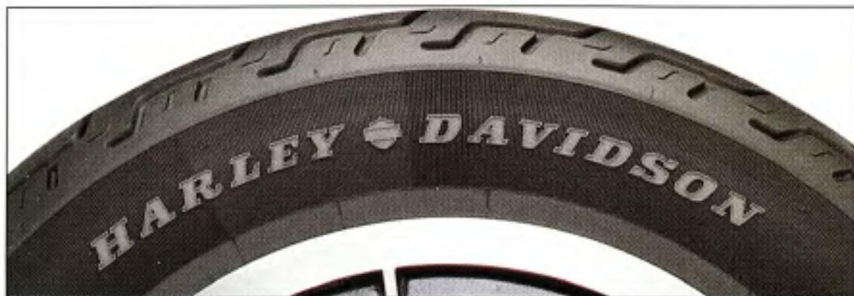
Milestone

The newest model to come out of Continental's doors, the Milestone was especially developed for cruiser and heavy touring bikes. Its construction enables even pressure in the contact area, which reduces tread wear and offers extremely high mileage due to wear resistant tread compound and deep tread pattern. Its silica compound technology offers better wet-grip without decreasing the mileage. Available in blackwall, whitewall, and white stripe designs.

Dunlop Tires

Billing itself as the only manufacturer building motorcycle tires here in the U.S., Dunlop was founded back in 1888, when Scottish veterinarian John Boyd Dunlop was searching for a way to improve the performance and comfort of his wee son's bicycle. They've been manufacturing tires for a long time, and motorcycle tires are just part of their territory, which isn't to say they don't pay special attention to them. They do, as you can see from their large and ever growing inventory of two-wheeled rubbers. The list of manufacturers who rely on Dunlop original equipment tires reads like a Who's Who of motorcycling: Aprilia, BMW, Buell, Ducati, Harley-Davidson, Honda, Kawasaki, Suzuki, Victory, and Yamaha. And now, Dunlop has partnered with Harley-Davidson to provide Harley's logo tires.

Want more info? Call (716) 639-5200, or check their Web site at www.dunloptire.com.



D402

The D402 is built with a 3-ply polyester casing with two fiberglass belts, offering greater load-carrying capacity and stability. It is also approved by Harley for its touring bikes. Built with a 3-ply polyester casing with two fiberglass belts, the D402 offers greater load-carrying capacity and stability. Computer-optimized tread profile with offset center groove improves rider confidence over rain grooves and steel-grated bridges, while reducing cupping for even wear. The Dunlop Harley-Davidson Tire Series D402 is available in front and rear blackwall or white sidewall, all with an H speed rating.



D401

The D401 is the only tire approved by Harley for its cruiser models. It has an advanced tread pattern and specifically formulated compound to deliver outstanding grip in wet or dry weather. All D401 tires use bias or bias-belted construction and incorporate a computer-optimized tread profile to reduce cupping for even wear. The Dunlop Harley-Davidson Tire Series D401 is available in 100/90-19 front and 130/90-16 rear blackwall models, with an H speed rating.



K591

Originally designed for racing, it now includes refinements to meet the demands of sport and sport-touring riders, the K591 is the only tire approved for Harley-Davidson sport models and carries a V speed rating. The K591 features a directional tread pattern with improved compounds to deliver optimum grip in wet or dry weather for confident cornering as well as long tire life. The Dunlop Harley-Davidson Tire Series K591 is available in 100/90-19 front and three different 16- and 17-inch rear tires, all with black sidewalls.



GT501

This tire features an optimized profile for a large contact patch yielding increased cornering confidence and smooth side-to-side transitions. Also has a high tread-to-void ratio for superior grip in dry conditions, without loss of grip in wet weather. An increase in pattern depth at the center of the tread provides improved wear characteristics. Fits most bias tire equipped bikes and comes in 12 sizes (five front, seven rear).

Michelin Tires

From a small farm machinery and pump manufacturing business founded in 1832 by their grandfather, the brothers Edouard and Andre Michelin started the Michelin Company in 1889 specifically to manufacture rubber items. In 1991, they patented the removable tire, and after producing a number of automobile tires for the first few years, the brothers created the first Michelin motorcycle tire in 1903. In 1987, the company applied the radial technique to its motorcycle tires, and these days, Michelin manufactures everything from motorcycle to gigantic earth-mover and even airplane tires.

For more info, call (864) 458-6053 or check their Web site, www.michelin.com.

Hi-Tour 79 (Not Shown)

This tire is Michelin's "one-size-fits-all" touring tire, meaning it has the optimum combination of comfort, mileage and maneuverability in a bias-ply touring tire sized to fit the most popular touring bikes. It's designed to wear evenly for consistent handling over the life of the tire. The front tire's zig-zag center groove improves grip and directional stability on rain-grooved pavement, while the rear tread pattern provides excellent water dispersion and traction even in wet conditions. It has outlined, raised white letters for a distinctive look.

Macadam 50 (Not Shown)

As a sport-touring tire, the Macadam 50 is an excellent performer for everyday use. The Macadam 50E features increased front tread depth in the center of the tire, extending the Macadam 50E's mileage compared to the Macadam 50 front tire. Tapered tread grooves provide more even distribution of stress, for better resistance to cupping. Wider transverse grooves promote efficient evacuation of water from the contact patch. Large, stable tread blocks minimize tread "squirm" for razor-sharp handling and steering precision. It's available in tubeless or tube type.

Commander (Not Shown)

Designed specifically for American big twins, the Commander is tailored to the unique handling characteristics of each bike. Aramid controls the centrifugal growth of the tire, resulting in a larger contact patch, greater traction and even wear. Higher-density cord count in the Commander reduces deformation of the casing and increases puncture resistance. Distinctive "reversed" sidewall markings read right-side-up when at bottom dead center. It has the latest generation of rubber compound, to optimize grip on wet or dry roads. Its tread pattern combines good looks with excellent water evacuation, even wear patterns, and resistance to wandering over rain grooves.

Maxxis Tires

Based in Suwanee, Georgia, Maxxis began making tires in 1967, producing both bicycle and motorcycle tires. They may be the youngest of the companies represented here, but they're the world's largest manufacturer of bicycle and specialty tires and are ranked among the largest tire manufacturers in the world. By combining strict quality standards with the use of state-of-the-art technology, such as VIP Technology, they produce some of the most advanced designs and tread compounds available.

For more info, call (800) 462-9947, or consult their Web site: www.maxxis.com



Classic

A unique tread design provides excellent water dispersion, while an offset center rib delivers excellent control on highway rain grooves and steel-grated bridges. Available in blackwall and wide whitewall models and in all different sizes, up to and including 170/80 15-R.



V1

This is Maxxis' tire for high-performance machines. It features Kevlar belts to increase high-speed stability, strength and puncture resistance, while the multi-rubber compounds enhances handling and extends tread life. This tire is V-rated specifically for today's monster machines.



Touring

Its advanced tread design provides superior wet and dry weather handling and its offset center rib offers true steering and handling capabilities. A specially formulated tread compound reduces wear to extend tread life.

Metzeler Tires

Robert Friedrich Metzeler started a trade business for rubber and rubber-flexible goods in Munich, Germany, in 1863, and by 1892, Metzeler was already involved in the development of motorcycle tires. In 1986, Metzeler became part of the Pirelli-Group. Metzeler features an impressive lineup of tires for two-wheelers, from off-road to racing applications, and, of course, quite a few for the cruiser market. Metzeler also offers a number of wider tires so popular these days and keeps pushing the envelope in that sector.

For more info on their tires, contact Metzeler directly at (610) 524-2190, or via their Web site: www.metzeler.com.



ME Z4 Sport Touring

Pretty much the same as the ME Z3, but with a bit harder compound and deeper tread for increased mileage. Its steel-belted radial construction also reduces deformity and centrifugal growth, resulting in a tire that can run cooler. It also employs Metzeler's S-SBR silica formulation to improve wet-weather handling.



ME Z3 Sport

Metzeler's ME Z3 is considered a pure sport tire, specifically designed for the Buell rider. This tire features Metzeler's patented O steel-belted radial technology in both front and rear. The stronger steel-belted radial front tire keeps its shape better under hard braking and cornering and improves directional control and stability. It's a lighter tire, because the 2-ply front radial carcass with its single steel belt has the same rigidity as other radial construction methods requiring more materials.



ME 880 240

The latest development in this segment is 243 millimeters wide and carries the designation 240/50 R 16. This oversize wide-base tire has a diameter of 16 inches and is the follow-up to the 240/40 R 18, with which Metzeler laid its claim to the world's widest motorcycle tire. These steel-belted tires with radial construction are not only excellent on straight stretches, they also demonstrate superior stability in corners and surprising agility. The ME 880 is also available as front tire, but a bit narrower.

Pirelli

Founded in 1872 by Giovanni Battista Pirelli, a 24-year-old engineer, Pirelli & Co. was established in Milan as Italy's first general rubber goods factory. In 1885, Pirelli began to manufacture rubber strips for carriage wheels, but a large part of the business was—and still is—the manufacturing of cables of all sorts. The production of motorcycle tires began in 1974, and today, Pirelli offers a wide variety of motorcycle tires, with a smaller number of tires directed toward the cruiser and custom market.

For more info, call Pirelli directly at (610) 524-2190, or check out their Web site, www.pirelli.com.



MT 75

The 100/80-16 front and 120/8016 rear tires feature a sport-oriented tread pattern and construction designed to provide a combination of excellent handling and grip, and a high level of wet and dry weather performance.



MT 66 Route'

The all new MT 66 "Route" has been specifically designed for use on custom bikes and cruisers. The Route features a modern attractive tread pattern with distinctive sidewall markings, designed to complement the looks of customs and cruisers. Not only does the Route look good, it also offers exceptional performance. Superb all-weather handling, stability, comfort and long life are all part of the Route package.



MT 69/MT 68 Strada

The MT 69/68E Strada was developed to fulfill the needs of modern touring riders. Designed for today's touring bikes, the Strada utilizes a traditional style of construction to ensure comfort, stability and mileage for medium- to long-range distances. Its main features are long tread life, even wear and excellent all-weather handling. The Strada offers a good balance of performance and value.



What do these letters and numbers mean?

Figuring out what the letters and numbers on the side of your tire mean isn't as difficult as it might seem, for the most part, anyway. My shovelhead's front tire, for instance, reads 90/2156H, which would tell the trained eye that this tire is designed for a 21-inch rim and has section width of 90 millimeters and an overall width of 97 millimeters (the recommended rim width would be 2.15 inches, with a width range of 1.85 to 2.50 inches). Its load capacity is rated at 56, which means it can handle up to 224 kilos or 493 pounds (even after intensely studying the load index chart, I still can't figure what logical basis that numerical code has). And the last letter, the "H" refers to the tire's maximum speed rating. Most tires are H-rated, although there are also quite a few V-rated and even some Z-rated tires (nope, didn't come across any X-rated ones). Maximum speeds are: H = 210 km/h or 130 mph, V = 240 km/h or 149 mph, and Z is as fast as your machine can go.

Suppose you have the following combination of numbers and letters:

150/70 VR 18 70 TL

150 =	tire width in mm
/70 =	cross section in proportion of height to width = 70-100 in %
V =	maximum speed rating
R =	radial construction
18 =	rim diameter in inches
70 =	load index (70 = 335 kg or 739 lbs.)
TL =	tubeless

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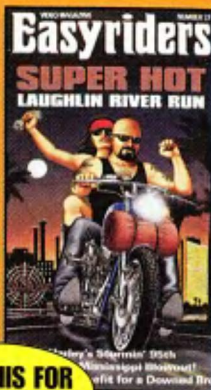
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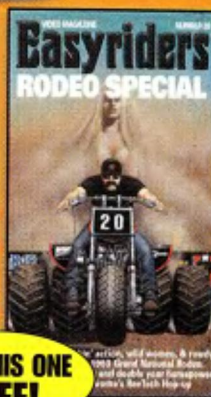
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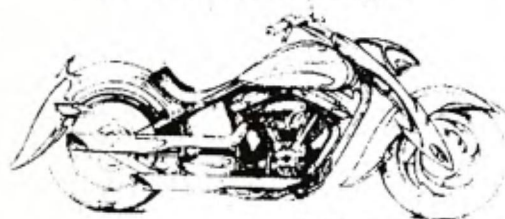
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ReadersRides



Photos: Nate Ulich

Mike Gattone Savannah, Illinois 1999 Custom Softail

This Softail, built by Poopy's M/C Parts and Accessories, simply proved to be too much for the man. Mike, that is. Where others would have gotten a woody, Mike simply faced the truth and admitted that maybe he's taken too big a bite and now he couldn't chew.

It's really a nice looking bike, no doubt. And equipped with go-fast items like a Crane ignition, RevTech pistons, Andrews cam, S&S carb, Thunderheader pipes, and a RevTech 6-speed tranny all attached to a '99 Santee frame and topped off by T-bars, Jesse James fenders, lots of CCI accessories, Akront wheels, and RevTech brakes, it can more than handle its own at any stop light. The only problem seems to be that Mike feels ill equipped handling it.

Having recently saddled over onto this Softie from a Sportster, Mike soon felt the pinch of what it means to step up. Being somewhat vertically challenged, Mike felt that the 1200 Sportster was always "just right for me" for several years, but then one day he got the itch for something more stylish. As it happens, he passed by Poopy's in Savannah, Illinois, where he espied this little beast.

Sure, it had a stock motor, sort of, but

Mike didn't expect all that...well, all that *oomph*. "It just seemed to be a little too much bike for me," Mike admits, "and to tell you the truth, I think I was almost kind of scared of it."

He thought it'd grow on him in time, but apparently neither the bike nor Mike did much growing, so Mike decided it just might be best to part ways and sell the Softie. Which he did. And the Sportster, which he had given

to his wife, too. "We own a sports bar (Mike's Upper Deck) here in Savanna, and it just got too busy for riding anyway," Mike says.

However, he does still ride occasionally. "Yeah, I've got a '58 Cushman Eagle and a '99 Whizzer, one of those reproductions," he adds.

No chance of going under seven on the drag strip on those, I guess.

—Tripper



ReadersRides

Eric Wood North Bangor, New York 2000 Custom Construction

Talk about a large (and old) piggy bank: Some 40 years after he had taken his first ride on a bike, Eric had finally saved enough pennies to get "the custom bike I've always wanted to own." To get the bike done his to specs, Eric went to Cycle City in St. Hubert, Quebec, Canada, where "they build \$100,000 bikes every day. They're a series of separate shops all in one complex," Eric enthuses, "and they do everything from polishing to welding, and machining to powdercoating and engine building." Of course, they also build complete bikes.

Which is why Eric bought most of the needed parts Stateside and then drove them across the border, about an hour from his home. "It was a pain in the ass bringing all those parts across the border," Eric says, "because I had to register each piece with U.S. customs, but it was well worth it."

As soon as things got going, Jimmy, the master mechanic at Outta Control Cycle, began massaging the 80-inch

motor and managed to coax almost 90 horses out of it. "And when things started coming together, it was time to choose my paint," Eric informs us. "Luckily, two of the best painters in the world were right there at my fingertips: Fito and Yes Show Paint." Despite some initial language problems, Eric got his ideas across, and you're looking at the result. After some more problems at the border—having to do with not meeting EPA standards—and returning to

Quebec to get the problem solved, Eric's bike was finally completed four days before Laconia, Eric's first trip. "We weren't in Laconia a couple of hours," Eric says, "when some idiot on a moped pulled out in front of me." Eric went down and cracked a couple of ribs, but the bike was in worse shape. "The tank, fender and some chrome were damaged," Eric says, "but I rode it home, and Fito fixed the paint in record time." —Tripper



Dan Carper
Quaker City, Ohio
1966 Electra Glide

It's finally happened: people are paying us just to get their rides into this column! They should have done this years ago, then maybe us writers could have gotten a raise in those past 30-some years and wouldn't have to pay for our own ink to get these articles printed.

Well, to be honest, the money spent on these articles doesn't go to us here at the rag. In fact, this Reader's Ride and a couple of other ones were auctioned off by Camel Cigarettes in Sturgis last year, with the money going toward the erection of the Crazy Horse Memorial near Mt. Rushmore, and Dan here had one of the highest bids, snagging himself this wonderful feature.

But never mind all that! Just look at the bike, sitting there peacefully in a sea of green as if it had just come off a showroom floor at some local Harley dealer from circa 1966. "Most of the bike is still stock," Dan says, "with the exception of the guitar seat," which he's added since he discovered this beauty in the showroom of Farrow's H-D in Columbus,



Ohio, some eight years ago. "Well, I've restored it once, had it repainted by Craig Neuhart, and installed some fancier saddle bags," Dan adds.

Dan and his ol' lady Cheryl (although "everyone calls her Jake," Dan points out) ride it all over southeastern Ohio, and in fact, Dan, a rural mail carrier and farmer, says "If I'm not on my John Deere, I'm on my Harley." However, he seems to be ready to move on, as he's "talked the boss into getting a new bike, either a Low Rider

or a Road King, so this baby's up for sale."

As far as I know, Camel's planning on doing this shtick again this coming Sturgis, so if you've been trying unsuccessfully to get your ride into this rag so far, just do like Dan and Jake did—buy your feature. And don't be bashful; us scribes aren't above taking a little "incentive" for writing you an extra nice little article. Right, Dan? Did I already mention how awesome and beautiful your shovel is?
—Tripper



Photos: Jake



ReadersRides

Anthony Burner Luray, Virginia 1976 FLH

Here's a man who's living proof that behind every good man is indeed an even better woman. Or something like that. Anthony may have done all the work on this '76 FLH, but it was his girlfriend Beverly who made sure he did it her way. "What a pussy-whipped, spineless weasel!" some of you might feel inclined to say. But before you tear into some guy you don't even know (which is, of course, the fun part), let me tell you that Anthony showed good judgement by listening to Beverly, because at every bike show where their bike showed up,

it's taken first place awards.

"Yep, we took first place at the Waugh Enterprise bike show in Orange, Virginia," Anthony concurs. "And another first at the American Classic Cycles show, and another first at the Spring Bike Show at the Eastside Speedway...."

Sure, the bike boasts a few nice little tidbits in the parts and accessories department, like an Andrews cam, 40-inch drag pipes, 12-inch split baby apes, and homemade oil cooler lines, but it's the looks department that swept Anthony (and Beverly) right to the top of the heap. "The engine was restored and painted by myself with high-gloss ceramic engine enamel," Anthony says. "And it's got chrome brake calipers, a chromed rear

sprocket, and...well hell, actually, there's a whole shit load of chromed parts on there."

Anthony, who works as a heavy equipment operator, did all the wrenching himself, and we can just picture Beverly breathing over his shoulder, saying things like, "Now, shouldn't that little black thingy over there be chromed, too, honey?"

Hey, she knows of what she speaks, and Anthony agrees. "At one show, I even got asked by the photographer if he could shoot the bike, because he said in all his years, he'd never come across a bike that fit so perfectly into his backdrop."

—Tripper

Photos: owner





"I gotta go now...Moose is either hungry or horny."

A CLASSIC MOTORCYCLE ON A MODERN PLATFORM

Indian Centennial Chief

No doubt about it, Indian's Centennial Chief is a looker with its trademark sweeping fenders and chromed 60-spoke wheels, shod with wide whitewall tires. The classic styling of the Chief is set off by the elegant two-tone paint job, the generous seat and fringed saddlebags with conchos (all highlighted with Centennial trim to honor 100 years of Indian Motorcycles), the 19-inch windscreen, extra-wide handlebars and acres of chrome-plating. Gentlemen, start your power buffers, it's shining time!

The Chief has been available since the 1999 model year

when it was re-introduced on the market, and looks about the same as it did back then. The difference is that Indian motorcycles now use a greater number of proprietary components that help set them apart from many of today's heavyweight cruisers. Among these are a 5-speed constant-mesh transmission, a new wet clutch, 41-mm hydraulic forks, brake calipers, and instrument bezel. As we go to press Indian is still testing their new proprietary V-twin engine, and no release date had been announced by the manufacturer as of this writing.





In the meantime, Indian relies on the tried-and-true S&S Super Stock to power its motorcycles. Assembled by Indian at their California plant in Gilroy, the S&S engine features a 3.625-inch bore and 4.25-inch stroke, giving 88 cubic inches. All induction is handled by an S&S E carburetor, while spent gases travel through a chromed 2-into-1 exhaust with a classic fishtail tip.

Once you start it, you'll find that the exhaust note is quite civilized, but that can always be fixed later on if you're a proponent of louder pipes. If the 88-cubic-inch motor seems a bit small in comparison to the triple-digit monsters we've grown accustomed to as of late, it proved that it had more than enough grunt to power the Chief through hills, plains and city streets. We didn't find much to say about the transmission and clutch because they never missed a beat and backed the motor as they should.



The nostalgic riding position takes getting used to at first with the wide handlebars. We noted that the bars are actually a bit narrower than the previous year, and don't hit your knees as much when you maneuver. The floorboards are very large and allow you to vary foot position as you ride along, helping fight road fatigue at the same time. The seat itself is not only beautiful, it's also very cushy and provides an enjoyable ride, even on long stretches.





At low speed the Chief feels a bit bulky, and we noted its poor turning radius—probably dictated by frame geometry and the need for a safe clearance between the bars and the gas tank. Once you get going though, the Chief lightens up quite a bit, thanks to the natural power steering effect of the wide bars. Tucked behind the windscreen, you can hit the throttle and enjoy a wild ride in the fast lane in perfect comfort.

If the Chief is right at home cruising the streets or the beach front and blasting down the freeway, don't expect it to mark too many points when hot-dogging in the twisties; it was never designed to do that. The low ground-clearance and the presence of wide and low-slung floorboards prohibit crazy canyon antics. This may be the price to pay if you want to ride "Indian Style."

Speaking of price, this is no entry-level scooter, but maybe it's worth a few extra clams to own and ride a living legend. —Lafayette



Powertrain

Engine type:.....S&S Super Stock
45-degree V-twin

Assembly: Indian Motorcycle,
Gilroy, California

Displacement:.....88 cubic inches

Bore/Stroke: ..3.625-inch/4.25-inch

Carburetor: S&S Type E

Exhaust: 2 into 1

Transmission: proprietary, constant
mesh, foot shift, 5-speed

Primary Drive: chain drive,
proprietary wet clutch

Final Drive: belt drive

Chassis

Frame: Indian

Front suspension:.....proprietary
41-mm hydraulic forks

Rear suspension: nitrogen-charged
shocks absorber with adjustable
preload

Dimensions and weight

Seat height: 25 inches

Ground clearance: 6 inches

Overall length: 100 inches

Overall width: 47 inches

Overall height: 49 inches

Wheelbase: 69 inches

Rake: 36 degrees

Dry weight: 670 pounds

Fuel capacity: 4.75 gallons

Oil capacity: 3.0 quarts

Wheels

Type, ft/rr: chromed 60-

spoke/chromed 60-spoke

Diameter ft/rr: 16-inch/16-inch

Width ft/rr: 3.5-inch/3.5-inch

Tire ft/rr: MT90-16 whitewall/
MT90-16 whitewall

Brake ft/rr: 4-piston caliper, billet
aluminum

Instruments: VDO analog
speedometer with digital odometer
and trip meter. Proprietary bezel

Seat: Indian

Windshield: 19 inches tall,
26 inches wide

Saddlebags: 16 inches long, 11
inches deep, 4.5 inches wide

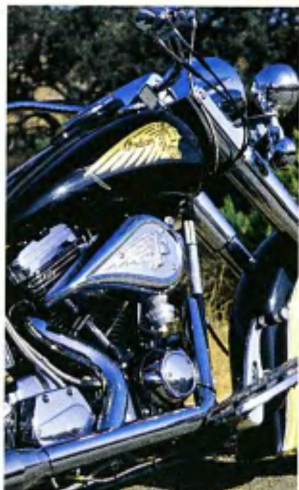
Centennial Chief Colors:

Black Hills black/gold

Warranty: ..2 years or 24,000 miles

MSRP:\$25,995

Photos: Ken Ross



ADVERTISER'S INDEX

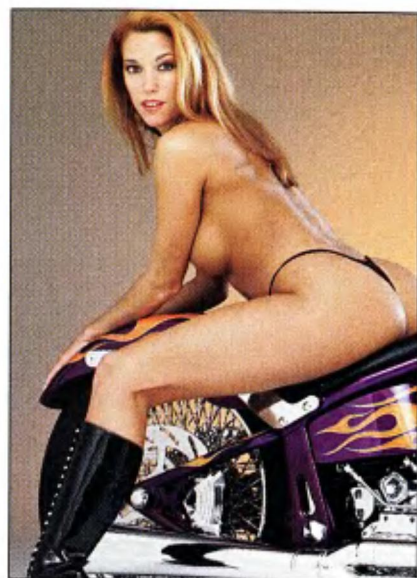
A.M.I.	28
ACTION PROMOTIONS	C4
AIMS FOG HOLLOW	53
ARLEN NESS ENTERPRISES	43
BROS CLUB NORTH AMERICA	55
CANYON RUN	135
CHROME SPECIALTIES	25
DAYTEC	109
DAYTONA BEACH H-D	133
DENNIS KIRK	18
DRAG SPECIALTIES	C2
EXILE CYCLES	51
FRANKLIN MINT	15
HARCOURT LEARNING DIRECT	91
H-D MOTOR CLOTHES	45
J & P CYCLE	39
JIREH CYCLES	65
KURYAKYN USA HOLDINGS	49
MID USA CYCLE PARTS	41
MILWAUKEE IRON	23
MMI	93
PERFORMANCE MACHINE	7
PHILIP MORRIS	12, 13
PYROSTARS	35
RICHARD M. LESTER	17
RUSS BROWN JR.	5
SHOCKLEY PRODUCTS	140
TCI MEDIA	47
TERESI DYNO-DRAGS	105
USA TWINS	77
V-TWIN EXPO	C3
XANDRIA COLLECTION	113

Coming At Ya

The February 2002 issue of *Easyriders* (No. 344) jams to the rippin' Redwood Run and also brings you the Buffalo Bills' Salvation Army Ride, the Bowling Green Harley drags and travel the two-wheeled trails of Utah. You'll get your share of killer custom bikes including a wild ride from Easyriders of Dallas, and we'll test ride Panzer's new Premier model. Visit Denny Bloom at Kreative Kolors for an eyeful of dazzling tank art.

In the tech department we'll check out TP Engineering's 121-cubic-inch monster motor, find out how to install a new belt drive and find every tool you'll need in our Tool Guide. Plus: Our 32-page outsert will bring you our "Annual Bike Show Special" where you vote for the best bikes and girls of 2001.

On sale January 1, 2002.



The jazzy January 2002 issue of *V-Twin* (No. 9) magazine offers up 11 custom bike creations for the new year and a slew of hot, drippin' honeys to drool over. Yes, it's our Gridiron Girls Special, wherein we feature sexy young sweeties who are far-out football fans and then some. We'll also take you to the righteous and rowdy Red River Run for all the party action, bring you a True Road Tale that reminds you to Get Out Of Town, and give you a great Guide to Saddlebags and Soft Luggage for your scooter. You'll also meet master bikebuilder Carl Brouhard, and discover the latest from Tom Pirone at TP Engineering. All this and more awaits you in the January 2002 issue of *V-Twin* magazine. It's a lot more fun than shoving a live ferret down your kilt...honest!

On sale December 13th



The February issue of *Biker* (No. 199) brings you the Bean Blossom Boogie. It's a non-stop party in your pants! Plus we'll visit the Wicked Ride of the West, the Easyriders Fowlerville Rodeo!

On sale Dec. 11th.



March's issue of *In The Wind* (No. 108) gets all over the 2001 Sturgis Rally & Races with full-boat coverage. A full-color, 32-page outsert covers the Easyriders Rodeo season. On sale Dec. 4th.

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Motorcycle Accessories • Tattoo Artists • Trophy Girl Contest
Easyriders Roadware Fashion Show**

POMONA, CA

L.A. Fairplex
JANUARY 5th

SACRAMENTO, CA

Sacramento Convention Center
JANUARY 12th

LOUISVILLE, KY

Kentucky International
Convention Center
JANUARY 19th

CHARLOTTE, NC

Charlotte Convention Center
JANUARY 26th

CHICAGO, IL

Villa Park/The Odeum
February 2nd

MEMPHIS, TN

Memphis Cook
Convention Center
FEBRUARY 9th

INVITATIONAL

COLUMBUS, OH

Veterans Memorial
FEBRUARY 15th-17th

DALLAS, TX

Fairpark/The Centennial Hall
APRIL 6th

KANSAS CITY, MO

Kansas City Bartle Hall
APRIL 13th

Interested Exhibitor or to enter your bike call (800) 962-9857

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